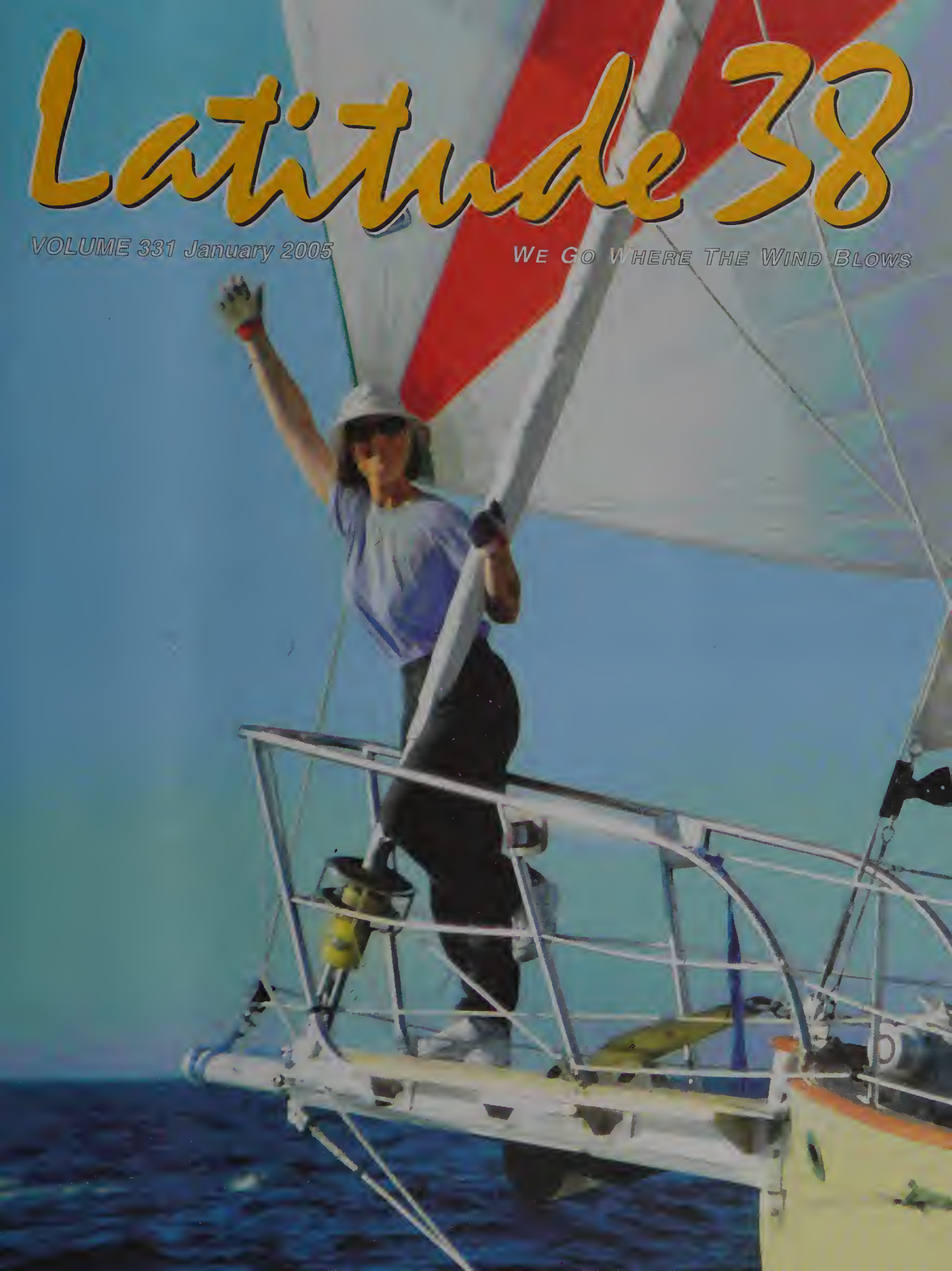


# Latitude 38

VOLUME 331 January 2005

WE GO WHERE THE WIND BLOWS





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Marine Lube .....	202
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Pacific Coast Canvas .....	95
Pacific Yachts Imports .....	15



## GRAND MARINA

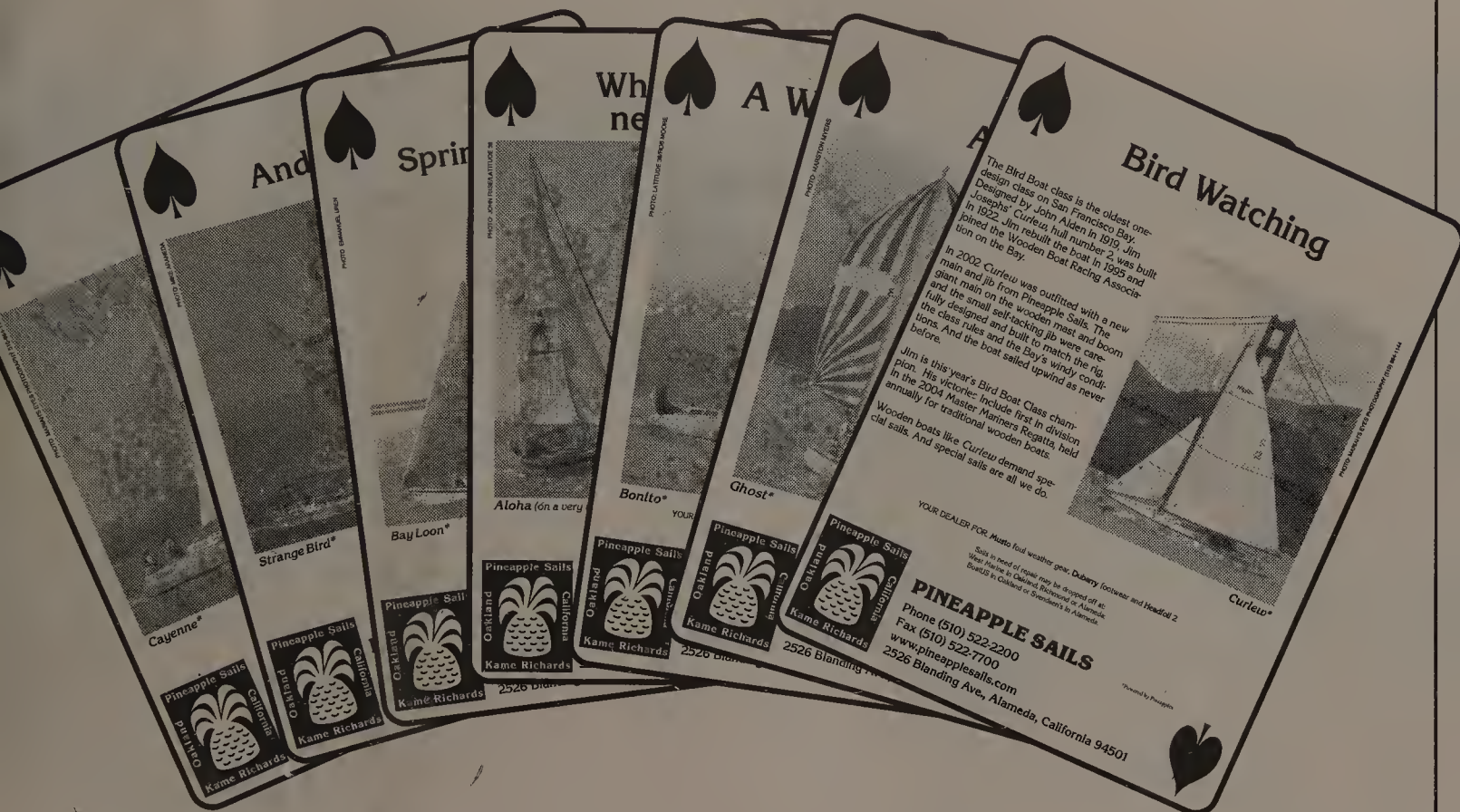
ANDERSON-ENCINAL

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Last season brought successes in spades to Pineapple powered boats. Racers and cruisers alike found that dealing with Pineapple Sails brings results: sails that perform and endure.

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# New Year Yacht Buying Checklist...

★ Attend the Northern California Boat Show January 28 – February 6

Boat shows are a great opportunity to begin your boat buying education and check out major brands and equipment. Call us or stop by for discount tickets. Visit us at the show for some great specials.

★ Check out the *New Generation* yachts from Beneteau and Island Packet

## Beneteau 343

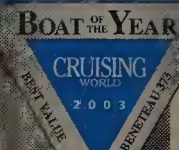
Beneteau's patented pivoting wheel pedestal, large comfortable cockpit, electronics pack, spacious interior with separate shower and finely crafted wood interior are just a few of the 343's amenities.

*New Model*

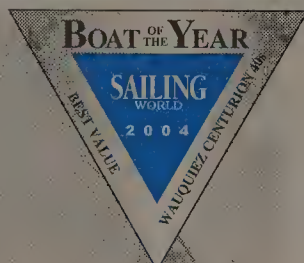
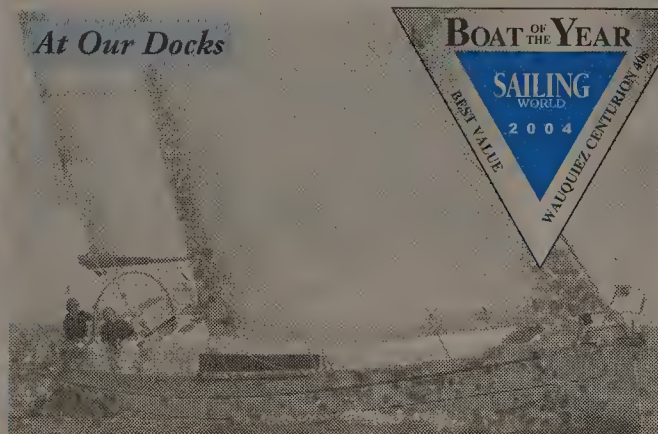


## Beneteau 373

Outstanding amenities such as a separate shower and large galley, quality workmanship and great sailing characteristics are a few of the reasons *Cruising World* magazine named the 373 Boat of the Year. An ideal family cruiser.

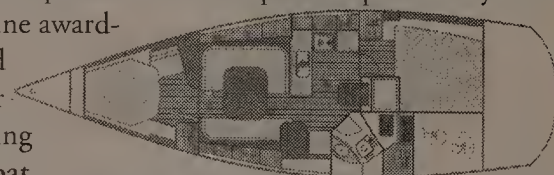


*At Our Docks*



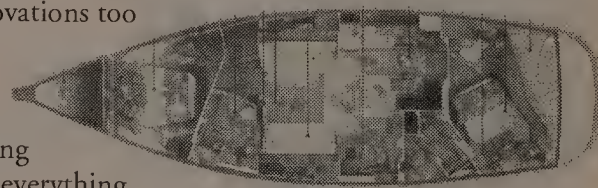
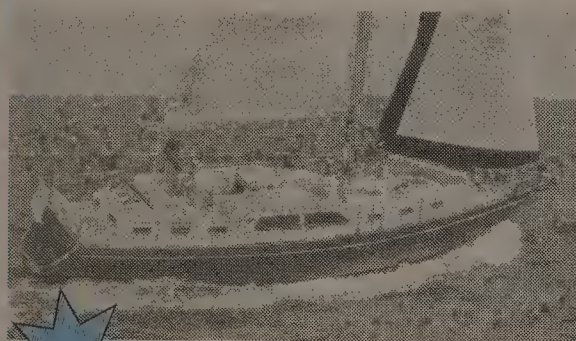
## Wauquiez Centurion 40s

Quality - Performance - Value. A proper yacht expresses a level of commitment by the builder that is rarely achieved. The Centurion 40s has the timeless elegance, remarkable performance, exceptional quality of construction, finish and detail that place it in the exclusive category of a 'Proper Yacht'. The brand new Centurion 40s beautifully expresses an incomparable personality that resulted in *Sailing World* magazine awarding it the Boat of the Year award as Best Cruiser/Racer. Built for those who take the fun of sailing seriously. An Exceptional Sailboat.



## Island Packet 445

The 445 Center Cockpit exemplifies Island Packet's worldwide reputation as a leader in cruising boat design and construction. She comes with all the standard features we love about IPs and their newest innovations too numerous to list. Still the longest warranty in the industry and the highest resale value. The new 445 is built for seriously comfortable cruising for the couple looking for more. Or everything.



*Just Arrived*



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After decades of building powerboats in Europe, Beneteau now brings its ocean boat experience and quality manufacturing to the new Swift trawler 42. A sailor's powerboat.

"Timeless beauty... tracking was excellent up sea, down sea and side sea, and the ride was dry."  
— POWER & MOTORYACHT REVIEW

### STANDARD FEATURES:

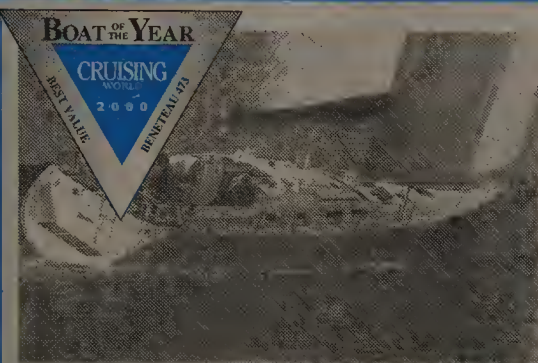
- Performance cruising hull – cruising speeds up to the mid-20s
- Standard with diesel engines
- Upper & lower steering stations
- Two double staterooms
- 360-degree pilothouse
- Separate shower
- Handcrafted wood interior with luxurious appointments.



# Don't Let the Sailing Season Start without You

Cue Up for these Favorites . . .

Delivery on some of our popular models is out until spring and even summer of 2005. We encourage you to order now for a future delivery position, so you won't be left at the dock when it's time to hit the water. (Ordering now allows you to take advantage of the great Boat Show Packages we have available during the show!)



Beneteau 473



Beneteau 423



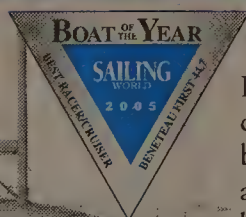
Island Packet 370

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Bruce Farr Design

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boats on page 211*

  
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CATALINA 40



CATALINA 28 MKII



CATALINA 42 MKII

## MORE BROKERAGE

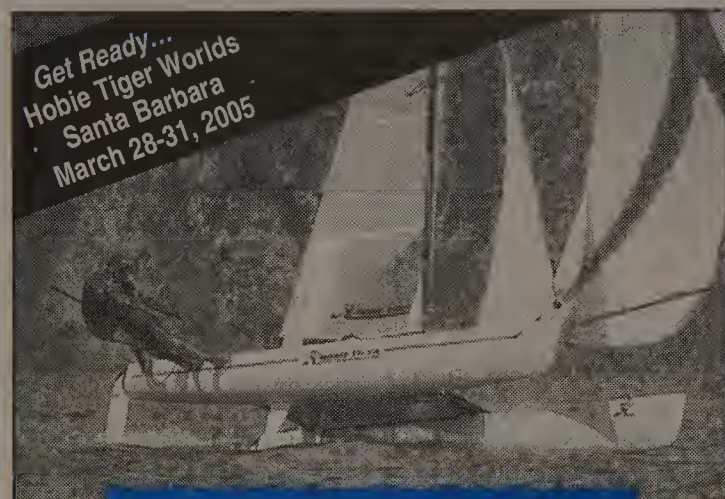
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Cover: "So long, we're going cruising."  
The Bounty II 'Nala Setia' heads south.

Photo: Latitude/Andy

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs - anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus digital images (preferable) or color or black and white prints with identification of all boats, situations and people therein; and 3) be legible. These days, we prefer to receive both text and photos electronically, but if you send by mail, anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all electronic submissions to [editorial@latitude38.com](mailto:editorial@latitude38.com), and all snail mail submissions to Latitude 38 editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address or see [www.latitude38.com/writers.htm](http://www.latitude38.com/writers.htm).



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42' VENEZIA, 1995

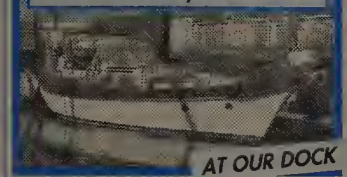


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49' SIMPSON 14.7, 1992 .....	\$250,000	37' ANTIGUA .....	2 from €110,000
48' PRIVILEGE 14.7 .....	3 from \$235,000	35' WILDCAT, 2000 .....	\$189,000
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		33' SEAWIND, 2000 .....	\$160,000

44' CSY, 1980



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45' BREWER, 1979



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cruiser. \$99,000.

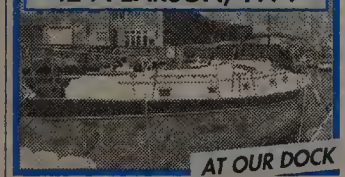
51' JEANNEAU, 1994



BAY AREA

Four-cabin layout, great for the  
family to cruise. \$190,000.

424 PEARSON, 1979



AT OUR DOCK

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41' COLUMBIA, 1973



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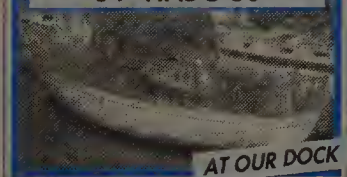
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40' MARINER, 1972



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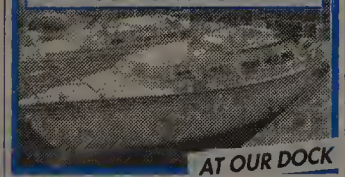
34' VINDO 50



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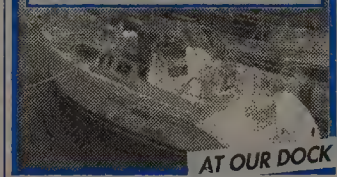
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Lots of new gear over last few years  
makes her ready to go. \$34,900.

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Great layout with off cabin.  
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36' SPRAY, 1993



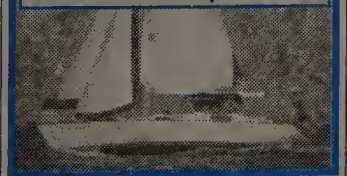
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48' TAYANA, 1994



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48' FEELINGS 486



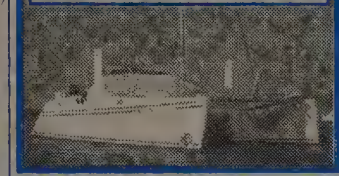
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38' LAGOON, 2002



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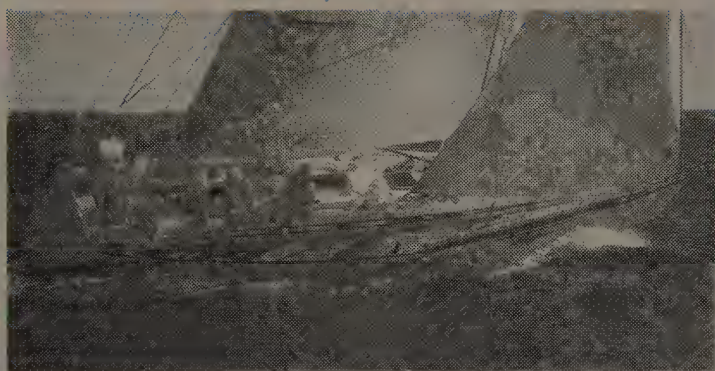
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# SWAN 56



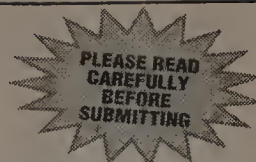
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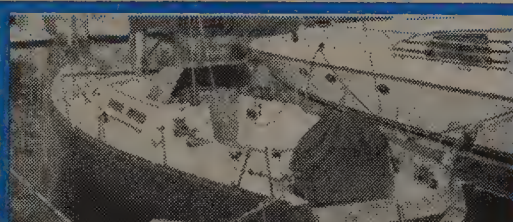
**YACHT SALES**



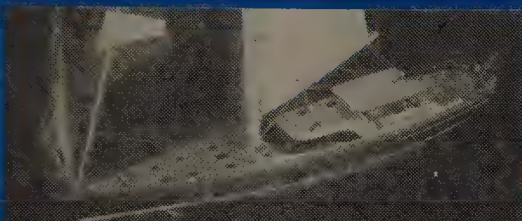
**Swan 59 (1988)** Perfectly restored, new teak decks, new engine, electronics, more. Perfect interior, full hydraulic package. Gorgeous. Asking **\$875,000**



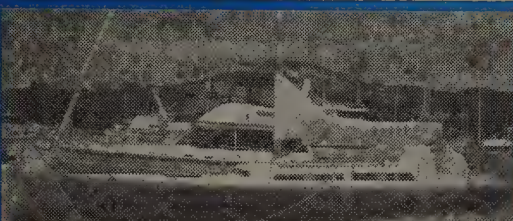
**TransPac 52 (2001)**. *Flash*, ex-*J Bird III*, is ready to rocket! Fully race ready for the serious offshore racer, she is in turn key condition. Asking **\$750,000**



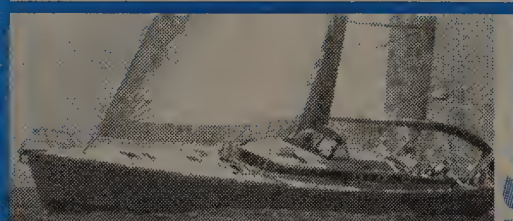
**Santa Cruz 52 (1993)**. This beautiful fast cruiser looks like new. Stunning red topsides, carbon rig, elect. main halyard, watermk, great sails. Best around only **\$490,000!**



**Swan 112 (2002)**. *Song of the Sea* is the flagship of Nautor Swan's line. Her exquisite interior is second to none; her sail handling systems are state of the art. \*\*\*



**Santa Cruz 50 (1981)**. A lovely 50 set up for short-handed sailing with a custom deck layout and a low draft wing keel. Never raced. Excellent cond. **\$182,000**



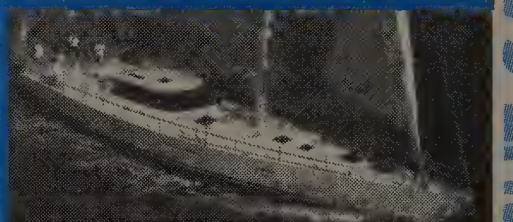
**Andrews 72 (1998)**. Completed in 2000, this fast cruiser has a gorgeous maple interior. Very clean, easy to sail, large aft stateroom. Asking **\$975,000**



**Baltic 38 (1983)**. This pretty little Baltic has just come on the market. Dark blue hull, teak decks. Asking **\$129,000**



**Swan 391 (1986)**. The most popular of the Ron Holland Swans, this beautiful Swan handles well in any sea. Asking **\$179,000**



**Locura**, 92-ft aluminum world cruiser. Recently returned from a major refit in New Zealand, in perfect condition and ready to go again. \*\*\*



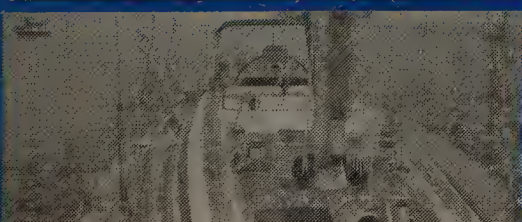
**Swan 46 (1988)**. A beautiful, dark blue German Frers Swan. Over \$100k was recently spent upgrading this boat. Asking **\$349,000**



**Oyster 53 (1999)**. Dark blue hull, electric winches, bow thruster, dive compressor, generator, heater, great sails & electronics. Excellent cond. **\$950,000**



**Swan 44 (1974)**. A Sparkman & Stephens classic beauty. Recently returned from a South Pacific romp and ready to go again. Asking **\$149,500**



**Swan 56**. Absolutely like new and immaculate. Ideal for singlehanded sailing but ready to go offshore. Call Paul or Ken. Priced to sell, only **\$1,100,000**.



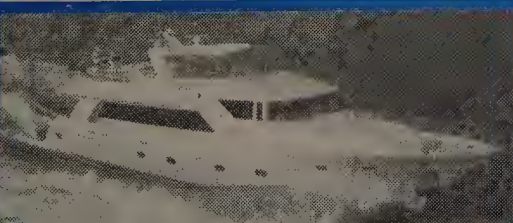
**J/44 (1990)** One-owner boat in excellent condition. Beautiful dark blue hull. Very well equipped for racing and cruising, great sail inventory. Asking **\$259,000**.



**Swan 82RS (2001)**. *Opus V* represents the ultimate in high performance, world cruising Swans. Offered at substantial savings over a new build. \*\*\*



**Elizabeth Muir** is more than just a beautiful 48' schooner, she is a jewel box and a tribute to the finest craftsmen ever assembled. Exquisite in every detail.



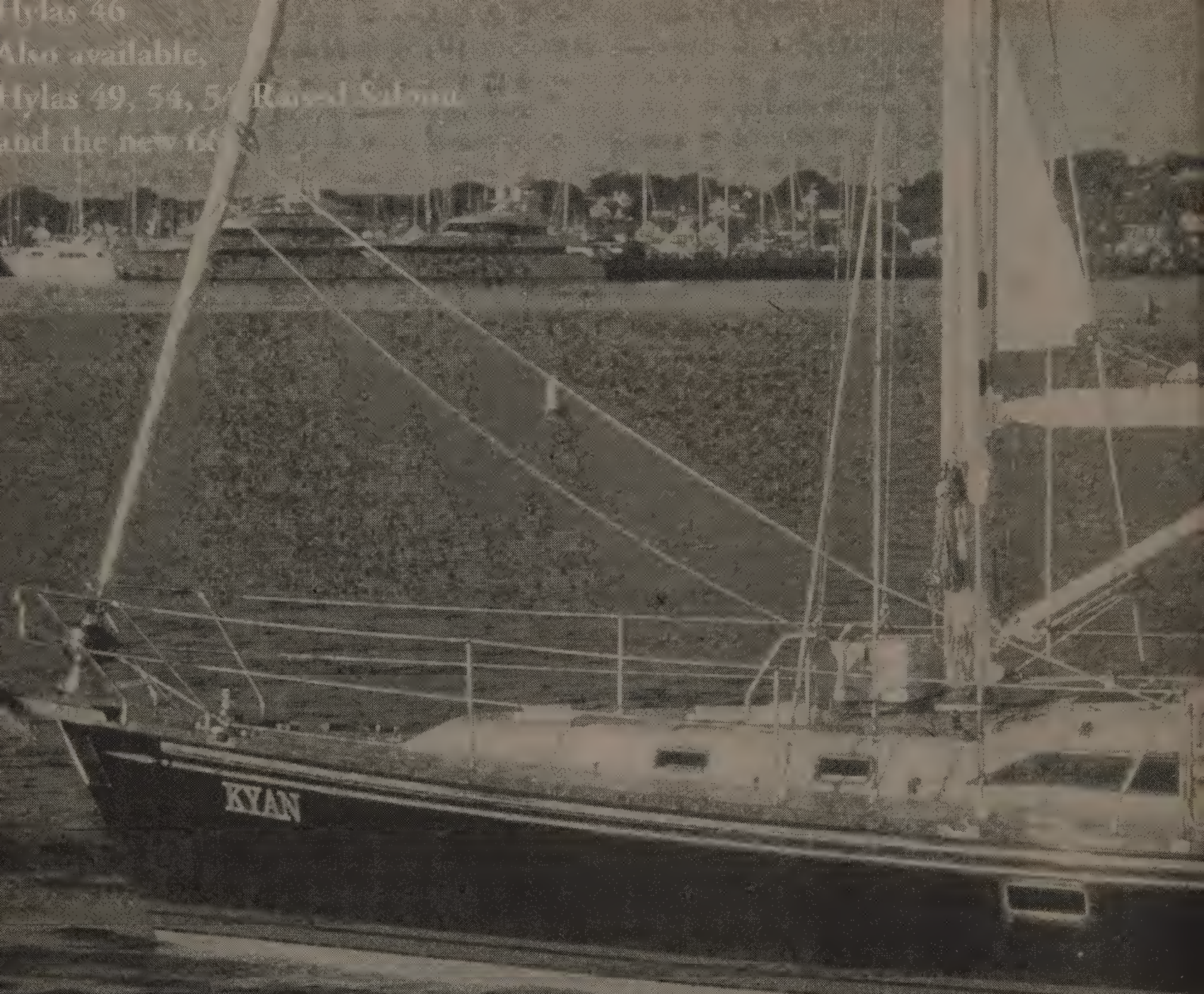
**Crescent 96 (1998)** An excellent example of one of the Pacific NW finest builders. Now just finishing a major refit, like-new condition. \*\*\*



**Burger 72' Pilothouse Motor Yacht (1964)** This lovely aluminum vessel has recently had both diesels rebuilt. USCG-certified 62 passengers. **\$695,000**



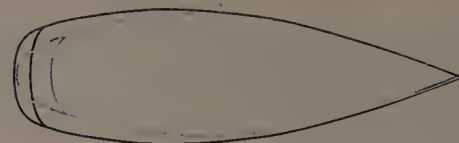
Hylas 46  
Also available,  
Hylas 49, 54, 56 Raised Salmon  
and the new 66



# Hylas - Elegant at Anchor, Strong and Fast Offshore.

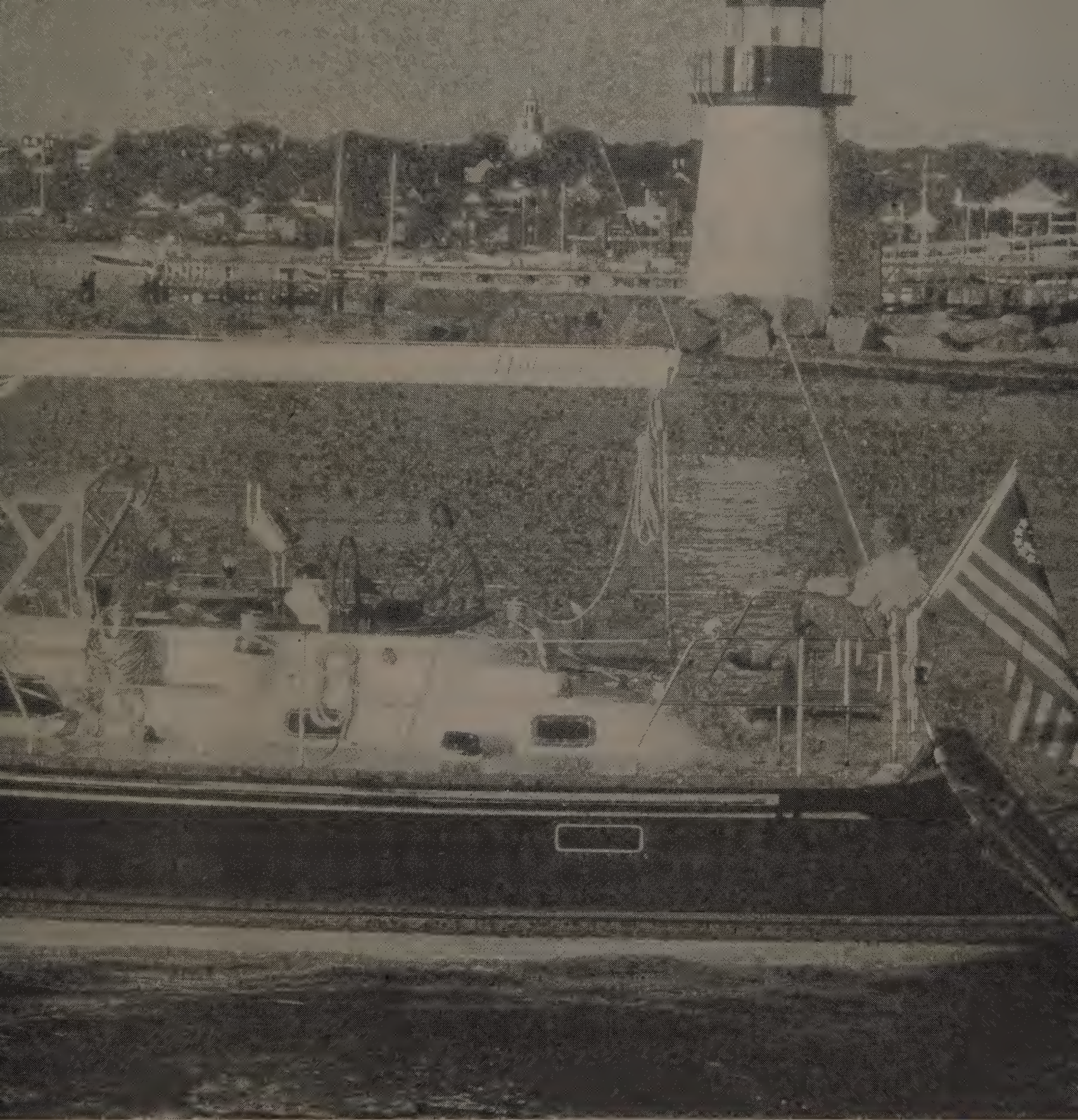


The design of a Hylas is exceeded only by the strength of our development program. Leading-edge thinking inspired by modern offshore racing designs can be found throughout our line. In the 46 pictured above, a plumb bow and beamy aft sections deliver swiftness, power and stability, while maximizing space down below. There is more than ample room



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HANSE Yachts from 31 ft to 53 ft · Designed by Judel/Vrolijk & Co.



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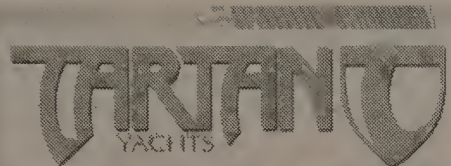
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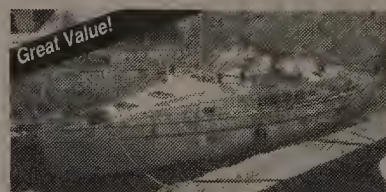
C&C 121 • NEW C&C 115 • C&C 110 • C&C 99



26' Norse Trwlr, '73. Old salt special. Dsl, AP, inverter, windlass, h/c water, shower. Too much to list—all in 26'! \$25,000.



37' Gulfstar  
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Beneteau 40 CC, 2001  
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Pacific Seacraft 44, 2001  
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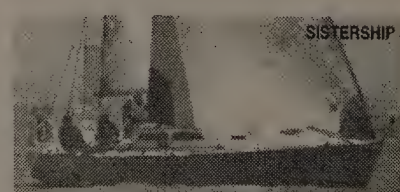
Grand Mariner 48 Mk II, 1979  
Ready to cruise. Great value. \$139,500.

New Listing! 28' Pearson, '75. Great cond. Great value. \$12,750!

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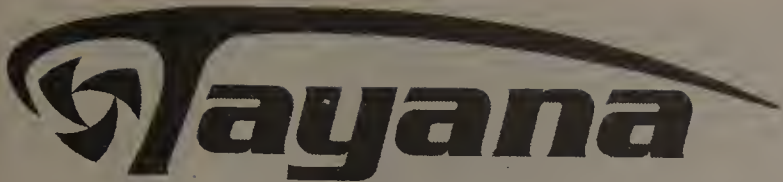
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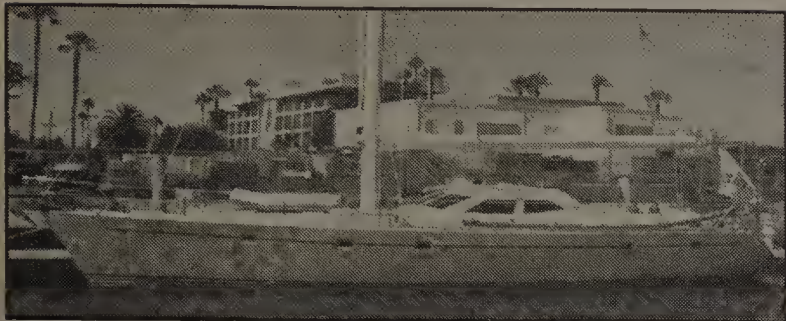


Santana 30/30, 1985 Performance cruiser.  
Race or cruise. Best on market. \$29,000.





## TAYANA SEMI-CUSTOM YACHTS



Tayana 64 Deck Saloon

The Tayana 64 has arrived on the West Coast and is available for viewing. Rob Ladd's newest design for Tayana offers twin or center cockpit, with a beam of 18 feet. Combined with a spacious deck saloon, a gorgeous interior that is available in many custom layouts, this large bluewater cruiser will impress even the most discriminating yachtsman! \$950,000 sailaway.



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The X-40 belongs to the new generation of X-Yachts 'Performance Cruisers', and will be complementary to the latest X-Yachts design range. She is built to follow recent trendsetters, the X-43 and X-46, both introduced to the market in 2003.

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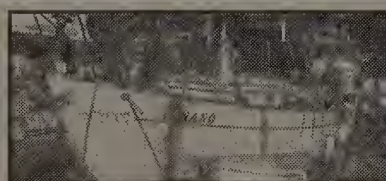
**1982 SWIFT 40 KETCH**

Well equipped center cockpit cruiser. Has been cruised and is ready to go again. **\$120,000.**

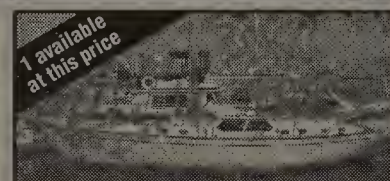


**2003 TAYANA 42 CENTER COCKPIT**

Popular bluewater cruiser. Furlboom mainsail, ProFurl genoa, exc. cond., like new! **\$239,000.**



**1979 EXPLORER 45 CC KETCH.** Ruggedly built full keel world cruiser designed by Stan Huntingford. Full cockpit enclosure, AP, refer, solar. **\$105,000**



**2005 TAYANA 48 DECK SALOON.** Two cabins, 2 heads both w/separate showers, Corian counters. Immed. delivery available. **\$320,000.**

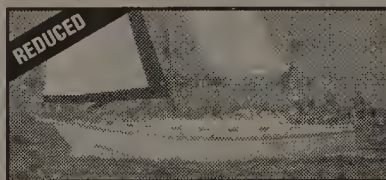


**1997 BENETEAU 42s7**

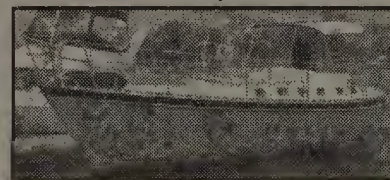
Well equipped three stateroom version, in excellent condition. **\$192,000.**



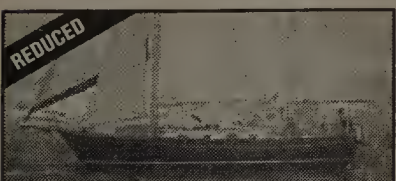
**1981 FORCE 50 P.H. KETCH.** Huge inter. for liveaboard/world cruising. Inside steering, 3 strms, forced air heating throughout, more. **\$99,900.**



**1999 ISLAND PACKET 45.** Island Packets have an outstanding reputation as well built world cruisers. Very well equipped. **\$315,000.**



**2001 TAYANA 42 CENTER COCKPIT CUTTER.** Like new, air cond., refrigeration, freezer, hard dodger, huge inventory. **\$229,000.**

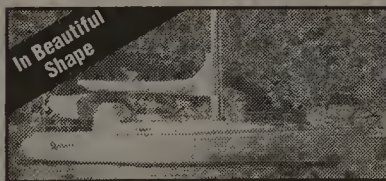


**1987 SHANNON 37 KETCH**

Clean, well equipped bluewater cruiser from a top quality East Coast builder. **\$159,000.**



**1988 HANS CHRISTIAN 41 Molokai.** In as fine a condition as one will hope to find in a yacht of this caliber. Fully equipped. **\$250,000.**



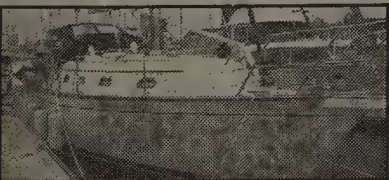
**1982 CT 38.** Performance cruiser and very well equipped. Referred to as the "poor man's Swan". New LPU topsides in 2000. Mexico vet. **\$79,500**



**1978 FORMOSA 46 CC.** A good example of this Doug Peterson-designed performance cruiser. **\$85,000.**



**2000 TAYANA 48 center cockpit cutter.** Robert Perry-designed remarkable offshore yacht with the best electronics. Only **\$349,000!**



**2001 ISLAND PACKET 380**

In new condition, 260 hours on Yanmar diesel. Well equipped and priced to sell! **\$239,000.**



**1983 UNION 36 CUTTER.** Well equipped blue water cruiser. Low hours, ready to go! **\$79,900.**



**1988 TAYANA 37.** Rare pilothouse. Only 200 hrs on engine. Well equipped, new electronics, new roller furling. No teak decks! **\$115,000.**

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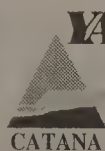
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**65' MACGREGOR, '86 110,000**  
 The 65 is renowned for her long and lean head-turning lines for amazing speed under power or sail. Come see her at our docks.



**49' TRANSPAC CC, '80 229,000**  
 Three-stateroom layout in a beautiful teak interior, a walk-in engine room, large main engine and auxiliary generator.



**35' 1D35, '99 97,500**  
 Easily-driven performance sailboat (both on the freeway and in the water!) that is ideally suited for the modern racer.



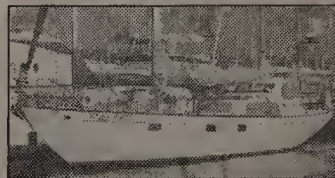
**55' TAYANA, '86 299,000**  
 Furling systems that insure easy handling by a short-handed crew and seriously for sale by her out-of-state owner.



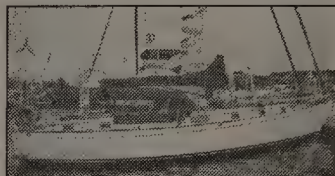
**44' MASON, '90 250,000**  
 The overall condition and general appearance are outstanding. The best in performance, safety, comfort and style.



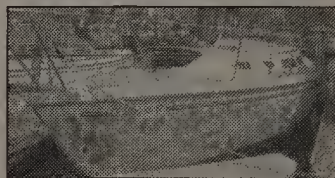
**35' CAL, '80 39,900**  
 The nicest Cal 35 around! Owner is moving up and is motivated to see this exceptional Cal go to a good home.



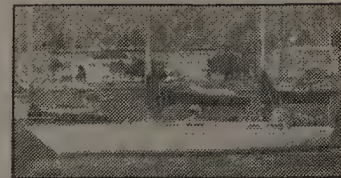
**50' COLUMBIA, '72 99,500**  
 Knee Deep is a very fast and powerful passagemaker owned by a knowledgeable cruising veteran. Ask us about her liveboard slip!



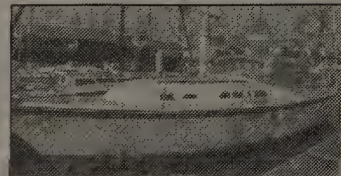
**44' PETERSON, '76 129,000**  
 For the serious offshore sailor, she's been recently upgraded and refit. Her owner has had a change of plans. Located San Carlos, Mex.



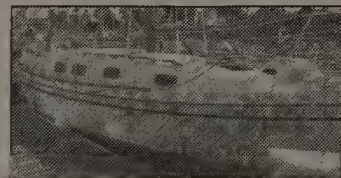
**30' CATALINA Mk II, '95 59,900**  
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**49' BOWMAN, '81 169,000**  
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**37' O'DAY CC, '79 47,500**  
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**30' BUCCANEER, '82 22,500**  
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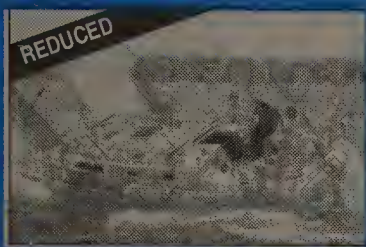
47' Sabreline  
\$615,000



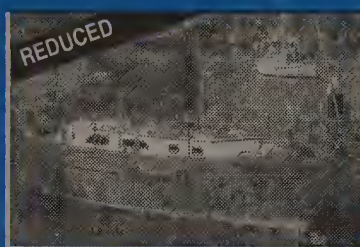
45' Explorer  
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45' Chris Craft  
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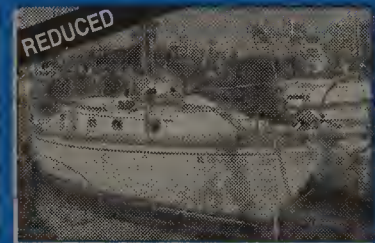
40' Farr  
\$220,000



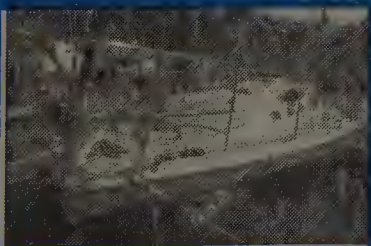
38' Baltic  
\$129,000



36' New York  
\$38,750



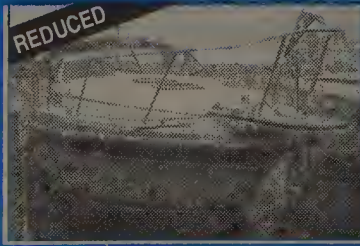
36' Cape Dory  
\$84,500



34' O'Day  
\$35,000



32' Westsail  
\$48,500



32' Wellcraft  
\$37,500



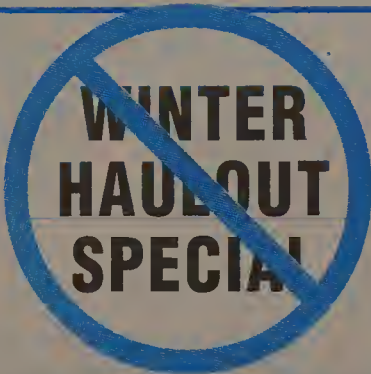
25' Bayliner Ciera  
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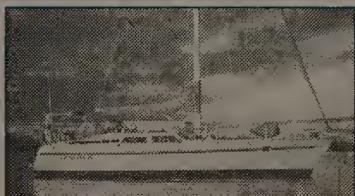
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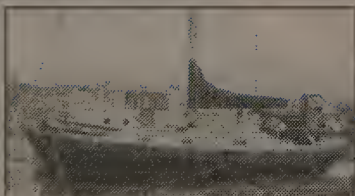
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41' Malö, '01	\$490,000
40' Valiant, '90	SOLD
40' Valiant, '76	\$135,000
40' Valiant, '76	\$99,500

38' Wauquiez Hood Mkl	\$115,000
37' Valiant Esprit, '78	SOLD
36' Malö, '05	\$349,900
36' Sweden, '84	\$109,500
35' Wauquiez, '84	SOLD
35' Wauquiez, '82	\$79,000
33' Wauquiez, '81	\$62,500
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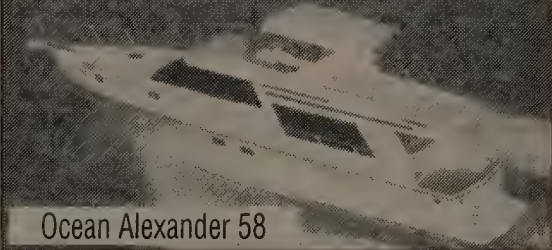
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Catalina 27

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Catalina 36	1988	67,900
Catalina 320	2002	99,500
Catalina 320	1999	90,000
Catalina 30	1987	38,000
Catalina 28 Mk II	1998	59,000
Catalina 27	1981	17,000

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Passport 40	1985	154,000
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C&C 38	1979	69,000
Santana 35	1981	29,500
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Hunter 34	1998	78,500

Hunter 33	2004	104,000
Hunter 326	2002	82,000
Nonsuch 30	1982	54,900
Beneteau 305	1988	39,500
Hunter 29.5	2000	53,500
Baba 30	1985	67,500
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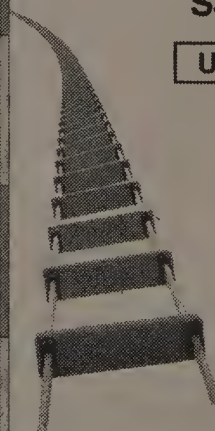


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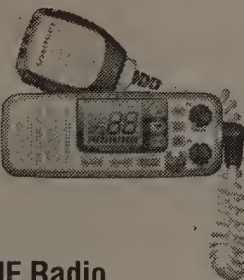
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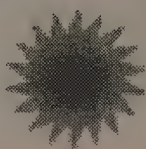
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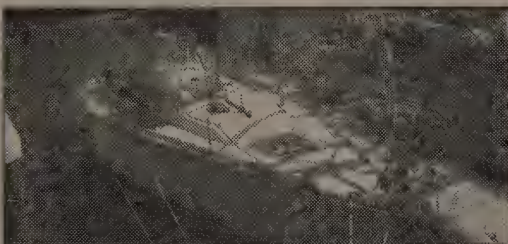
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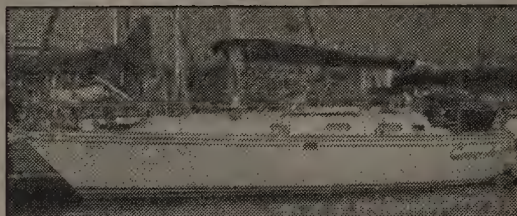
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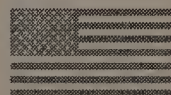
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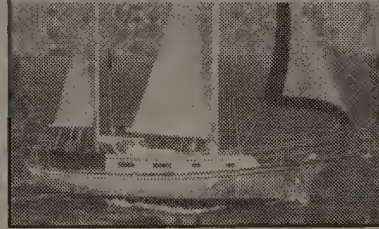
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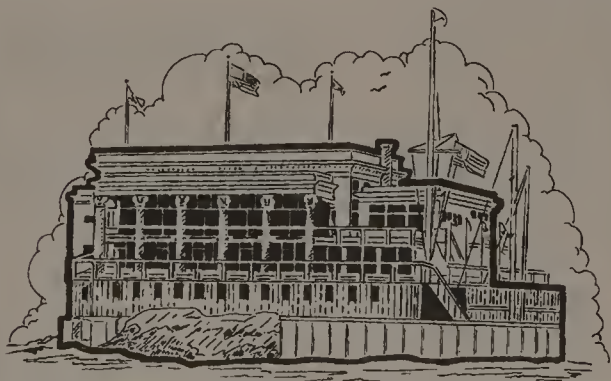
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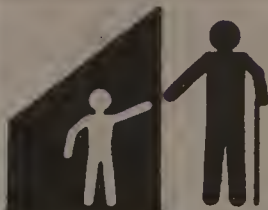


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Cost per person is just \$1,595 for members or \$1,795 for non-members and includes airfare, lodging and provisions. To reserve your spot, call and place a deposit of \$495. The balance will be due March 1, 2005. Don't delay, this trip will fill up fast!



## Tahiti

September 8-17, 2005

*Call to reserve your spot today!*

Only by boat can you truly experience the magic of the Leeward Islands of Tahiti. Sail tranquil lagoons in the shadows of volcanic peaks just as ancient Polynesians did in outrigger canoes. Let trade winds scented with the fragrant mix of orchid, frangi pani and vanilla carry you to the islands that have cast their mesmerizing spell on writers, painters and centuries of sailors. Discover a place unspoiled by modern times and seemingly reserved just for you, where barrier reefs offer protection from a hectic world. Like generations of seafarers before you, you'll experience the gracious welcoming traditions of the gentle people of these islands. Ponder the source of a towering waterfall and marvel at the sacred site of an ancient temple. Drift above the dazzling reefs, impossibly rich with exotic colors. Anchor on a motu, a vegetated islet on a reef, and watch a sunset reflected in a placid lagoon. Gaze out upon a distant horizon and, like Fletcher Christian, you just may wish to stay forever.

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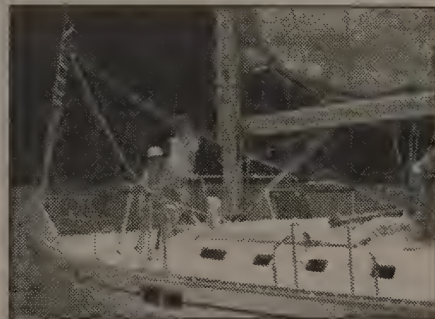
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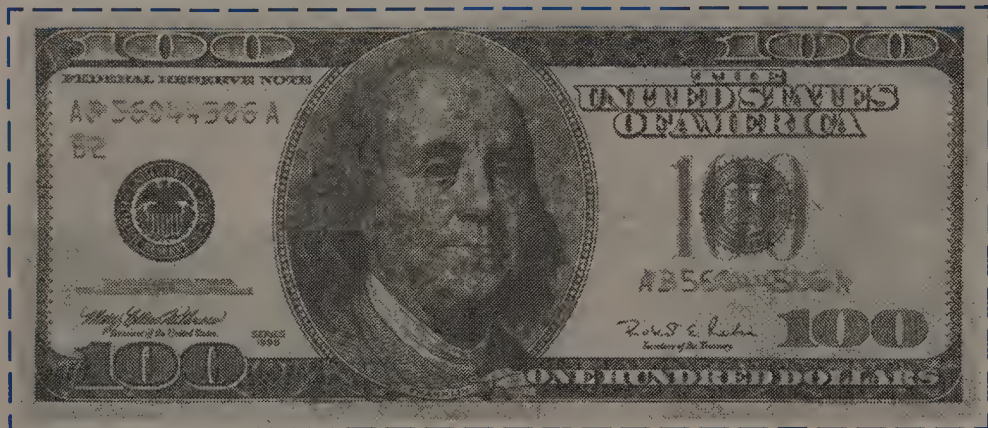
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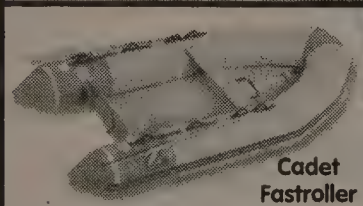
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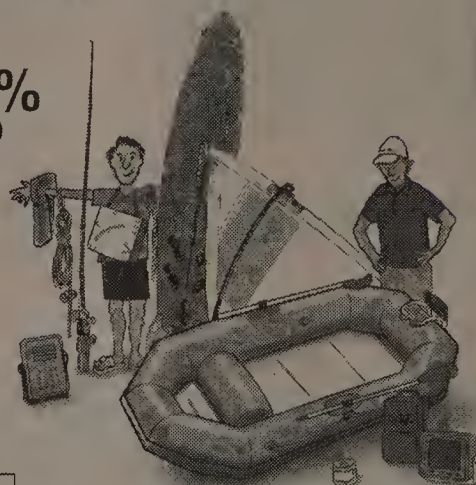
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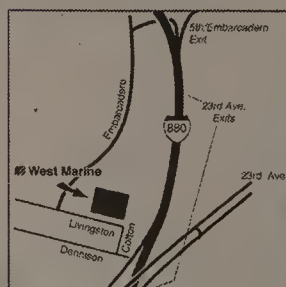
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Entry Form  
Next Page!

**YRA offers you a choice for racing both on the Bay and local ocean:**

## **Handicap Racing: (HDA) Handicap Divisions Association**

Bay racing on various courses for boats with PHRF handicap ratings

**HDA DIVISIONS** are invited to race in the OYRA Crewed Lightship II race on July 30, 2005, for an additional \$5.00 per racer. Entrants are required to note on their season application to the YRA office that you are intending to race in this race. HDA Fleets registering at least 5 racers PRIOR TO JANUARY 31, 2005, may request to be scored separately. This is not counted toward your HDA Season scoring and you cannot qualify for the OYRA Season Championship. However, you must register for the Lightship II at the time you register for the season. An entrant registering after the HDA season entry form has been received by the YRA office will be charged the \$50.00 individual racing fee.

Divisions are determined by grouping similarly rated boats.

Division assignments are determined from all entries available, approximately two weeks before the Vallejo Race. Early entry is strongly encouraged. A current NCPHRF certificate is required

## **One-design Class Racing: (ODCA) One Design Class Association**

Bay racing for 11 qualifying one design classes

Class membership is required

The Vallejo Race and the Second-half opener are included in the ODCA Season Racing if the individual Class has so specified on their race schedule.

If your class is not racing individual entrants must register separately and pay the \$50.00 individual racing fee.

Occasionally an OYRA or HDA race is included at no additional charge if specified by a class.

## **Offshore Racing: (OYRA) Offshore Yacht Racing Association**

Approx 10 Ocean races ranging from 15 to 51 miles in length

PHRO – crewed boats 35 feet and over

MORA – crewed boats under 35 feet

SHS – single- and double-handed boats

One Design fleets who include ocean courses

A current NCPHRF certificate is required. Entry MUST INCLUDE a signed copy of OYRA MINIMUM EQUIPMENT REQUIREMENTS.

(See [www.yra.org/OYRA](http://www.yra.org/OYRA) for forms or call YRA office.)

**OYRA DIVISIONS** are invited to race in the Vallejo Opener for an additional \$5.00 per racer. Entrants are required to note on their season application to the YRA office that you are intending to race with your fleet in this race. This is not counted toward your OYRA Season scoring and you cannot qualify for the HDA Season Championship. However, you must register for the Vallejo Race at the time you register for the season. An entrant registering after the OYRA season entry form has been received by the YRA office will be charged the \$50.00 individual racing fee.

## **Wooden boats: (WBRA) Wooden Boat Racing Association**

Bay racing for Bird Boats, Folkboats, IODs and Knarrs

Class membership required

The WBRA is a Golden Anchor member in US Sailing and has included US Sailing membership dues in its entry fee.

## **GENERAL INFORMATION FOR ALL FLEETS**

### **THE DEADLINE FOR LIGHTSHIP I RACE ENTRIES WITHOUT LATE FEES IS 5:00 PM, Monday, March 07, 2005.**

Between March 7 and March 14, 2005, a \$35.00 late fee must be included with your entry.

From March 14 to March 16, 2005, a \$75 late fee is required. After 5:00 PM March 16, 2005, NO ENTRIES WILL BE ACCEPTED.

### **THE DEADLINE FOR VALLEJO RACE ENTRIES WITHOUT LATE FEES IS 5:00 PM, Monday, April 18, 2005.**

Between April 18 and April 25, 2005, a \$35.00 late fee must be included with your entry.

From April 25 to April 27, 2005, a \$75 late fee is required. After 5:00 PM April 27, 2005, NO ENTRIES WILL BE ACCEPTED.

Note: **The deadline for all other race registrations is 5:00 PM, the Monday prior to the race.** This means that all entries, fees, and appropriate rating certificates must be at the YRA office, **not in the mail.** No entries will be accepted after 5:00 PM on Wednesday. A \$35.00 late fee must accompany any application received between by 5:00 PM on Monday and 5:00 PM on Wednesday. A valid NCPHRF (Northern California Performance Handicap Racing Fleet) certificate **is required** for HDA and OYRA entries. NCPHRF certificates must be on file at the YRA office by 5:00 PM the Monday prior to the race. The rating fee is \$40 for a new certificate (any certificate not having a previous rating or a certificate that has not been renewed within the last year) and \$30 for a renewal (boats renewing year 2004 certificates).

YRA SSI'S, Entry Forms, and NCPHRF Certificate rating applications are available from the YRA office and on the YRA Web site at [www.yra.org](http://www.yra.org). Race Instructions for the 2005 racing season will be posted on the YRA Web site approximately **two weeks** before the first race for each Charter Association. Those individuals needing **MAILED** copies of the Race Instructions must so indicate by filling out the appropriate forms included in the entry package during registration. If all or parts of the SSI's and Race Instruction packet are lost, duplicates are available from the YRA office for \$5.00. There are no refunds.

YRA sailing membership and membership in a YRA member yacht club are required to register a boat for any YRA qualifying race. There is a two-month grace period for yacht club membership.

**Please fill out your entry form completely. Sign, date and return it to the YRA office along with your check payable to the YRA.**

A single check is acceptable for both your PHRF RENEWAL FORM and your ENTRY FORM.





# YACHT RACING ASSOCIATION

Fort Mason Center, San Francisco CA 94123

Phone - 415-771-9500 e-mail - info@yra.org Fax - 415-276-2378

## YEAR 2005 YRA ENTRY FORM

YACHT NAME \_\_\_\_\_

BOAT TYPE: \_\_\_\_\_

MARINA \_\_\_\_\_

Berth \_\_\_\_\_

Sail # \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ ST \_\_\_\_\_ ZIP \_\_\_\_\_

Home \_\_\_\_\_ Office \_\_\_\_\_

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☐ YRA Sailing Member Number Year \_\_\_\_\_ Number \_\_\_\_\_

☐ US Sailing Member Number \* \_\_\_\_\_

\*Yacht Club

\*\*Required when claiming US Sailing membership

\*YRA Member Club required to  
race in YRA races

Skipper's Jacket Size \_\_\_\_\_

### YRA SUMMER SERIES

**This form must be completed for any yacht intending to sail in any YRA race.**

YRA of San Francisco Bay Sailing Membership

(Required to enter any YRA race)

\$40.00

One Design Class Association (ODCA)

\$150

ODCA

Wooden Boat Racing Association (WBRA) (US Sailing Membership fee included)

\$165

WBRA

Handicap Division Association (HDA)

\$155

HDA

Ocean Yacht Racing Association (OYRA) Entry MUST include signed copy of OYRA

\$160

OYRA

Minimum Equipment Requirements. See www.yra.org/OYRA or call office for copy.

Fleets raced in previous year

For OYRA CIRCLE ONE of the following PHRO-over 34 ft MORA-34 Ft and under SHS-1 or 2 crew

**DEADLINE FOR ALL FLEETS SAILING IN LIGHTSHIP I - March 7 W/O LATE FEE of \$35.00/\$75.00 after**

**March 14, 2005.**

HDA racers wishing to race the additional Lightship II race, please check box and add \$5.00.

HDA

Lightship II - July 30

OYRA racers wishing to race the VALLEJO race please check box and add an additional \$5.00.

OYRA

Vallejo Race - Apr30/May 1

NON-US SAILING MEMBERS ADD \$15.00 TO SEASON RACING FEES

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**SINGLE RACES: Not included in Fleet Season Racing = \$50 (\$55 Non US Sailing) NAME AND  
DATE OF RACE(S) REQUESTED \_\_\_\_\_**

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PHRF RENEWAL

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PHRF

PHRF NEW

\$40 (NEW PHRF 2005 CERTIFICATE)

PHRF

**TOTAL**

YRA Associate Membership (For YRA Certified/Club Race Officers and Candidates who are NOT currently a racing member of a YRA Chartered Association \$15.00)

RACE ENTRIES ARE DUE BY 5PM MONDAY PRIOR TO THE RACE. A \$35 late fee must accompany any application received after Monday at 5PM but before 5PM Wednesday preceding the race. The LIGHTSHIP I (3/19/05) HDA KNOX (4/16/05), AND THE VALLEJO RACE (4/30-5/1/2005), are exceptions. Lates fees begin on 3/07/2005; 4/4/2005, and 4/18/2005 respectively. Entries received for LIGHTSHIP I after 5:00PM on 3/14/05 incur a \$75.00 late fee. Entries received for HDA KNOX after 5:00PM on 3/11/05 incur a \$75.00 late fee. Entries for VALLEJO after 4/25/05 incur a \$75.00 late fee. No Applications will be accepted for any race after 5PM on WEDNESDAY preceding the race. IF YOU ARE A PHRF RACER PLEASE SIGN UP EARLY TO INSURE GOOD DIVISION BREAKS FOR YEAR 2005.

In consideration of being admitted to sailing membership in the Yacht Racing Association of San Francisco Bay (YRA), I agree to abide by "The Racing Rules of Sailing" and the Sailing Instructions of the YRA and the regatta sponsors. I warrant that I will maintain compliance with the YRA Minimum Equipment requirements. I agree to hold harmless the officers, agents and employees of the YRA, and its member Associations in any activity to which this entry form applies. I further warrant that I have not relied upon any of the above entities or individuals in preparing my yacht for racing.

Signed: \_\_\_\_\_ Date: \_\_\_\_\_

Make check payable to: Yacht Racing Association (YRA)

Office use only YRA Member Year/Number

PHRF rating ☐ seconds per mile.

Date PHRF last Issued

Check Number \_\_\_\_\_ Amount PD \_\_\_\_\_

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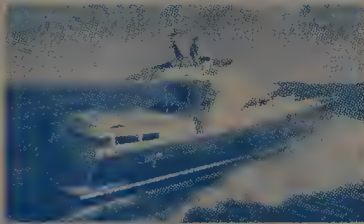
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# CALENDAR

## Non-Race

**Jan. 4-5** — Marin Power & Sail Squadron free classes begin again in Sausalito (1/4) and Novato (1/5). For details, call Pete at (415) 883-3652.

**Jan. 8-9** — Open Boat Weekend in Alameda, weather permitting. Peruse the new and used boats at Marina Village, (510) 521-0907, and Ballena Isle Marina, (510) 521-8393.

**Jan. 9** — New Racing Rules Workshop at Santa Cruz YC, 9 a.m. to 4 p.m.; \$15 fee covers snacks and lunch. John Siegel, (415) 835-6020.

**Jan. 11** — "Boating Skills and Seamanship" classes begin at the Sausalito Cruising Club, 7:30-9:30 p.m. Courses are 10 weeks long, enrollment limited to 20 students, \$75 fee includes textbook. USCG Flotilla 12; John Sullivan, (415) 924-1842.

**Jan. 12-16** — Fishing, Tackle & Boat Show at the Cow Palace. Warning: no sailboats! Info, [www.fredhall.com](http://www.fredhall.com).

**Jan. 13** — Single Sailors Association monthly meeting, with Laraine Salmon speaking about "Adventures in Doublehanded Sailing." Ballena Bay YC; 6:30-9 p.m.; free. Info, [www.sail-ssa.org](http://www.sail-ssa.org).

**Jan. 14** — "The America's Cup Story," a one-hour film at Corinthian YC, \$14. Optional buffet dinner and film, \$27. Cocktails and hors d'oeuvres at 6:30 p.m., dinner at 7:30 p.m., film afterwards. RSVP to [speakers@cyc.org](mailto:speakers@cyc.org).

**Jan. 15** — "Know Your Boat," a day-long seminar at Nelson's Marine covering all major boat systems. \$79 fee. Info, (510) 814-1858.

**Jan. 15** — 2005 Kick-Off Meeting for the Greater S.F. Bay Islander 30 Cruising Association, 10 a.m. to noon at Berkeley YC. Jim Pecorella, (916) 427-1899 or [www.islander30.org](http://www.islander30.org).

**Jan. 17** — Remember Martin Luther King.

**Jan. 20** — "BoatSmart" courses begin at Piedmont Adult School, 7 p.m., continuing for four weeks. Small fee for books. Oakland Sail & Power Squadron; John, (510) 814-1092.

**Jan. 22** — "All Charged Up," a day-long seminar at Nelson's Marine about DC charging systems. \$149 fee. Info, (510) 814-1858.

**Jan. 25** — Full moon on a Tuesday night.

**Jan. 28-30** — San Francisco Ocean Film Festival at Fort Mason's Cowell Theater. Details, <http://oceanfilmfest.org> or (415) 310-5259.

**Jan. 28-Feb. 6** — NorCal Boat Show at the Alameda County Fairgrounds (Pleasanton). Info, [www.ncma.com](http://www.ncma.com) or (800) 698-5777.

**Jan. 29** — "AC/DC Electric," a day-long seminar at Nelson's Marine covering your boat's AC and DC electrical systems. \$149 fee. Info, (510) 814-1858.

**Feb. 2** — Celebrate Groundhog Day.

**Feb. 5** — North U. Racing Trim Seminar at Santa Cruz YC, 9 a.m. to 5 p.m. \$135 tuition. Info, (800) 347-2457 or [www.NorthU.com](http://www.NorthU.com).

**Feb. 7** — "Boating Skills and Seamanship," first of eight sessions on Monday and Thursday evenings at Yerba Buena Island. USCG Auxiliary Flotilla 17, (415) 399-3411.

**Feb. 12** — Liferaft/Survival Training at Sal's Inflatables in Alameda, 9 a.m. to noon. \$25 in advance; \$35 at the door. Info, (510) 522-1824.

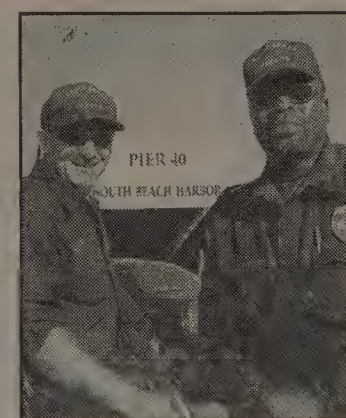
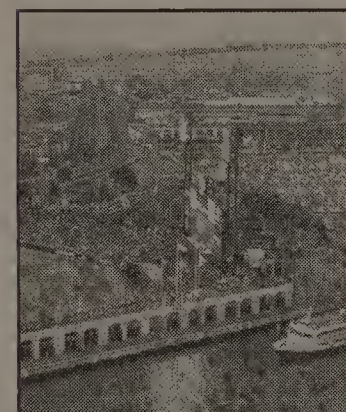
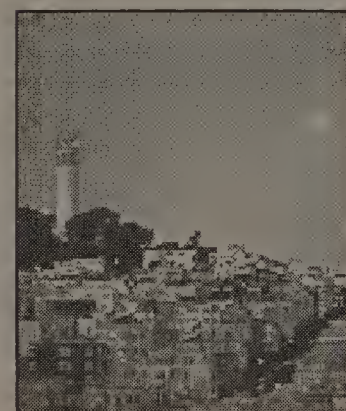
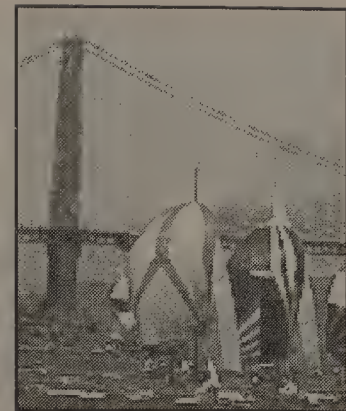
**Feb. 12-13** — J/24 Treasure Island Racing Clinic. Curtis Press, (415) 388-6332 or [pressdogs@earthlink.net](mailto:pressdogs@earthlink.net).

**Feb. 14** — Valentine's Day — plan ahead!

**Feb. 17** — US Coast Guard Auxiliary's "Boating Skills & Seamanship" classes begin at the USCG Air Station, SFO, and continue on Thursdays, 7:30-9:30 p.m., for 13 weeks. Wayne, (650) 755-9739.



# Guest Berthing in the City



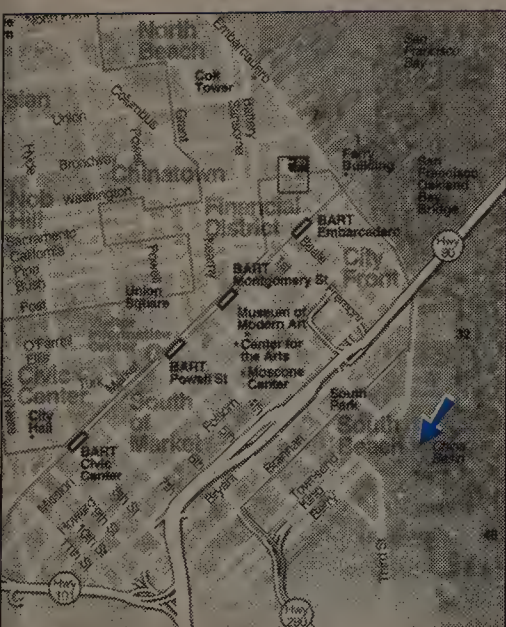
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## CALENDAR

**Feb. 26** — US Sailing Basic Race Management Seminar, 8 a.m. to 5:30 p.m. at Santa Cruz YC. \$50 fee includes breakfast and lunch. For those interested in becoming a CRO, a test will be given after the seminar. Joy Siegel, (415) 835-6020.

**Feb. 28** — Pacific Puddle Jump Party at Vallarta YC in Paradise Village, PV. Details, [andy@latitude38.com](mailto:andy@latitude38.com).

**Apr. 13-17** — Strictly Sail Pacific (formerly Sail Expo). Same great boat show, same location (Jack London Square), new name. Save the dates! Info, [www.sail-america.com](http://www.sail-america.com).

### Racing

**Jan. 1** — Master Mariners New Year's Day Race/Chili Potluck/Tacky Trophy Exchange. DeeDee Lozier, (510) 653-8820.

**Jan. 8-9** — Rose Bowl, the big annual college and high school CFJ regatta in Long Beach. Hosted by Alamitos Bay YC and the USC Varsity Sailing Team; Mike Segerblom, (562) 433-7939.

**Jan. 12** — 30th Annual Ft. Lauderdale to Key West Race, the unofficial 160-mile feeder race to KWRW. Info, [www.keywesttrace.org](http://www.keywesttrace.org).

**Jan. 16-20, 1995** — Ten Years After, from a *Racing Sheet* article titled "Key West Race Week":

The eighth annual Mount Gay Yachting Key West Race Week, held January 16-20 in Florida, was by all accounts another smashing success. Too bad it's on the 'wrong' coast! A record 202 boats participated, representing 13 countries and 34 states, swelling the population of the tiny resort island by over 2,000 people. Though many of the world's grand prix sailors were tied up with the America's Cup, there was certainly no lack of talent — or technology — at the sun-drenched seven-race series.

Though the winds were uncharacteristically light for Key West, the action was hot and heavy, especially in the two IMS fleets, Mumm 36s and Melges 24s. Eighteen boats sailed in IMS, with John Thomson's N/M 49 *Infinity* and Helmut Jahn's new Farr 39 *Flash Gordon* successfully defending their '94 class titles. *Infinity* won Boat of the Week honors in the process, earning a Magellan 500 DLX handheld GPS unit on top of the usual pickle dishes. *Flash's* record was the best in absolute terms, but when *Infinity's* 1,9,2,4,7,1,2 tally was fed into "a sophisticated computer system measuring a number of scoring components, including time differentials and miles raced," the bigger boat popped out the overall winner.

Designer Bruce Nelson, who sailed on the brand new N/M 46 *Titan*, was all smiles — his designs swept the top three spots in IMSA. Finishing fourth in IMS-B was the Andrews ILC 40 *Growler*, sailed by owner/driver Neil Barth, tactician Jeff Madrigali, Alan Andrews, Keith Kilpatrick, Bill Menninger, Rob Snyder, Jim Trudeau, Mike Howard, Brad Wheeler and Doug McClean. Their performance against the other two ILC 40s, *High Noon* and *Aerosail Astro*, and the awesome *Flash* (which is slightly bigger than the ILC 40 envelope) showed that *Growler* was quick enough upwind, but off the pace downwind.

It must have been a bit of a 'reality check' for the *Growler* gang after winning the Kenwood Cup overall. "We were geared up for heavier weather," admitted Andrews. "We've only seen the #1 up once before, during the long distance race at the Kenwood Cup."

In the 18-boat Mumm 36 class, the largest fleet assembled to date, *No Problem* kicked butt with a 1,1,1,2,2,2,2 record. Chris Larson, the young J/22 world champion from Annapolis, filled in ably for regular *No Problem* helmsman Jim Brady, who was fulfilling his America's Cup obligations. Hopefully,



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## CALENDAR

Larson thought to send Brady a bottle of bubbly when it was all over — Larson earned his weight in champagne for winning the Mumm 36 class! Remember the name — Chris Larson, a rep for North Sails, is one of the sport's rising stars.

Harry Melges, Buddy's oldest son, took the gigantic (64 boats, another record!) Melges 24 class with a near-flawless 4,1,1,3,(21),1 record. Melges, who builds the popular little sportboats in Wisconsin, completely dominated the fiercely competitive class. Mark Reynolds was the top finisher among the California contingent, coming in third with *Airgasm*. Other West Coast Melgi in attendance included *Don't Be No Dread* (11), *The Far Side* (17), *Iceman* (18), *Sleighride* (25) and *1st to Finish* (27).

In addition to excellent sailing on three different windward-leeward race courses — no triangles on the grand prix level! — Key West Race Week offered nightly parties hosted by title sponsor Mount Gay and day sponsors Mercedes Benz, North Sails and Champagne Mumm. "Everything about the regatta's really first class," said John Sweeney, who sailed on the new Farr ILC 30 *Wild Thing*, which ended up sixth in IMS-B. "Key West's the biggest thing going on the East Coast; it reminded me of the Big Boat Series in the old days."

**Jan. 15-16** — Little Daddy, a junior dinghyfest at RYC. Dave Denning, (415) 924-4460.

**Jan. 17-21** — 18th Key West Race Week, presented by Nautica. See *Race Sheet* for who's going from the Bay Area. Info, [www.premiere-racing.com](http://www.premiere-racing.com).

**Jan. 29** — SSS Three Bridge Fiasco, the most diabolical and entertaining race on the Bay. Info, [www.sfbaysss.org](http://www.sfbaysss.org).

**Jan. 31, 1985** — It Was Twenty Years Ago Today, from Shimon Van Collie's article titled *SORC Preview*:

"What's really fun to do at SORC," says Peter Isler of Los Angeles, who started competing in the event when he was a junior in high school back in Connecticut, "is to have a few Mount Gay rums at the St. Petersburg YC on the evening before the first race and then go down to the docks. It's absolutely the ultimate boat show — all the latest in hull shapes, masts, rigging, you name it."

Now in its 26th year, the annual Southern Ocean Rating Conference has gone from a regatta where the yachts were painted white and most were from production molds, to a fleet composed almost entirely of custom, high-tech entries emblazoned with multi-hued graphics. Perhaps because it is the first series of the year for American (and recently European) sailors, it features the newest of the new, the cutting edge of what designers, builders, spar and sailmakers have dreamed up in the past 12 months to give their products an extra edge. There are also reputations to be gained or lost here: Dennis Conner, for instance, has built an admirable record at the annual outing over the past decade, including a remarkable come-from-behind overall win in 1982.

This year's series starts January 31 on Florida's west coast with the Boca Grande race, a 138-mile, down-and-back course along the shoreline. Three days later, the fleet, expected to number over 60, will sail south around the tip of the state and up the east coast to Fort Lauderdale, covering some 370 miles. A short race of less than 40 miles off Biscayne Bay follows on the 8th.

After a week's break, the action resumes on February 16 with a triangle course off Miami, followed by a medium long-distance jaunt across the Gulf Stream to Nassau. The finale is another shortie of under 30 miles off Nassau itself. In all, the over 1,000 sailors from 30 states and 17 countries will cover almost 1,000 miles of ocean with a variety of wind, weather and sea conditions. For a testing ground of new ideas



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Hull #65 is scheduled for delivery next August with just a few boats available to the West Coast before then. To test sail our boat today, call now. To sail your own J/100 on San Francisco Bay next summer, don't delay!

For the complete text of the *Sailing World* boat of the year review, visit [www.sailingworld.com](http://www.sailingworld.com).

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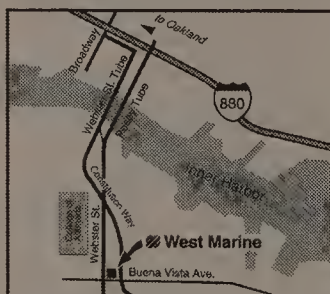
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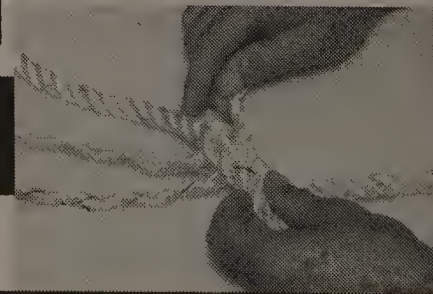
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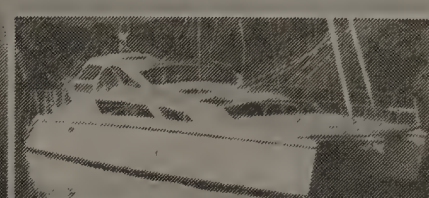
Phone (562) 594-9716 Fax (562) 594-0710



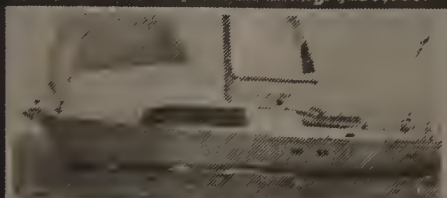
**45' NOBLE STEEL SCHINA, '90.** Corten steel hull and deck, Forespar masts, 50 hp Perkins, inverter, solar panels, Watermaker, Profurl furling. \$250,000.



**42' HUNTER PASSAGE, '96.** New Leisure furling boom, full batten main, elect. winch, gen., inverter, dodger, bimini, swim step. Immaculate. \$183,000



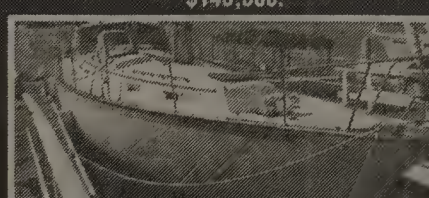
**NEW 105Mc - GEMINI**  
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**46' CAL PH motorsailer.** Bristol! 85hp Perkins, 4kw gen., 6kw inverter, Hood Stowaway electric furling main, swim step, HB dinghy, OB. \$128,500.



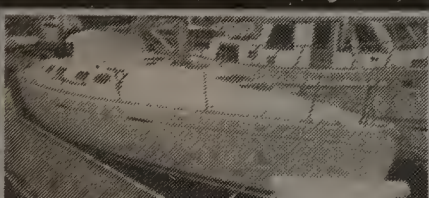
**44' MASON CUTTER, '88.** Yanmar dsl, Max prop, B&G inst., watermaker, Technautic refig., inverter, full batten main, Harken furling. \$225,000.



**42' PEARSON 424 KETCH, '79.** Extensive electronic inventory, new rigging, loads of recent upgrades. Shows pride of ownership. \$109,000.



**48' SUTTON STEEL MOTORSAILER, '62**  
Current ultrasound available.  
\$69,000.



**42' BENÉTEAU FIRST 42s7, '94**  
Farr hull, Euro interior, original owner, 8 sails, fold-out swim step. \$169,000.



**43' HANS CHRISTIANS**  
1986 Cutter with Telstar keel...\$179,000  
1981 Ketch, complete cruise...\$169,000

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**40' FARR 40** now available.  
\$175,000.



**44' PETERSON CUTTER, '77.** Race or cruise, excellent physical condition and maintenance. Hull painted with LP. \$110,000.



**38' HANS CHRISTIAN Mk II CUTTER, '82.** Radar on tower, AP, SSB, wind generator, completely equipped for cruising. \$120,000.



**41' C&C SLOOP, '84**  
Race/cruise. Huge sail inventory, dodger, autopilot, white LP, dinghy, OB. \$86,900.



**41' MORGAN OUT ISLAND SLOOP, '74.** '90 Yanmar 50 hp dsl, generator, wind gen., solar panel, 3 inverters, new hardwood floors. \$70,000.



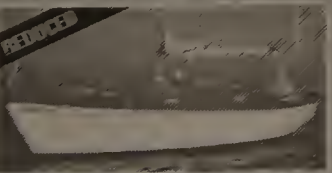
**CHEVY LEE 41 Offshore Ketch, '77**  
Large sail inventory, newer dinghy, outboard and wiring. Super cruiser! \$69,000.



**32' SEAWARD EAGLE, '03.** Upgraded cruising inventory, swim step, Yanmar dsl, AC, radar, dodger, bimini. \$122,500.



**CATALINAS AVAILABLE**  
30' CATALINAS, '81, \$22,500; '77, \$12,500  
25' CATALINA, '01, \$28,500



**27' AMERICAN MARINE SHAW, '64.** Classic design. New dsl, new Harken furling and genoa. Shows pride of ownership. Beautiful. \$14,900.



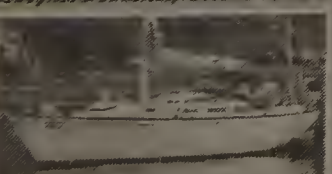
**43' IRWIN AFT COCKPIT SLOOP, '73**  
Westerbeke diesel, generator, roller furling, large layout. \$60,000.



**33' HANS CHRISTIAN CUTTER, '84**  
Marvelous inventory and maintenance, pullman berth, highest quality. Call. \$94,500.



**39' ANDREWS ONE TON, '85.**  
BMW diesel, hull and deck LP '03, mast reworked, new UK main, genoa. \$49,000.



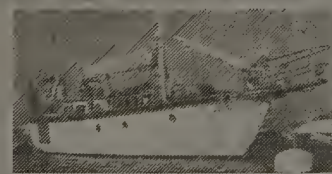
**38' CATALINA S&S, '81**  
Radar, indicator, roller furling, new varnish. \$49,000.



**20' PACIFIC SEACRAFT FLICKA, '78.** Rebuilt Yanmar diesel, new windows/ports, major upgrades over last few years. Clean. \$22,000.



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**43' SPINDRIFT PH CUTTER, '83.**  
Raised salon, 2 helm stations, 80hp Lehman, StackPak main, furling jib. \$115,000.

Some boats shown may be sisterships.



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## CALENDAR

and products, that's not a bad forum.

Bay Area sailors have been an active part of the SORC scene for the past 15 years. Tiburon's Dave Allen travelled there in the early '70s with his light, fast, fire-engine red 40-footer *Improbable*. "We were a pretty radical boat and crew," says Santa Cruz's Skip Allan, who was part of the dynamic crew. "Boats were still painted white in those days, and several of us, including Tom Wylie, Ron Holland, Dave Wahle and myself, were wearing ponytails and beards." Dave Allen kept going back until he finally won in 1977 with the Holland 40 *Imp*. Two years later they would have won again, but for a broken rudder in one race.

In 1983, another Bay Area boat and crew claimed the overall title although, due to the SORC scoring system, they lost class honors to their closest rival. Piedmont's Monroe Wingate took his Serendipity 43 *Scarlett O'Hara* to Florida that year with several of the Bay's hottest sailors, including Chris Corlett, Dee Smith and Dave Hulse, and battled Mark Soverel's 43-foot *Locura* from start to finish. *Scarlett's* aggressive crew shut Soverel out in the final race to win the series, but *Locura* won their struggle in class standings. With races of varying lengths, the committee computes results differently for the longer heats; hence the possibility of such an oddity occurring.

**Feb. 4** — Pineapple Cup, an interesting 811-mile race from Ft. Lauderdale to Montego Bay, Jamaica. The record to beat is 2:23:05, set by *Zephyrus V* in 2003. Info, [www.montegobay-race.com](http://www.montegobay-race.com).

**Feb. 11, 16, 17, 18** — Staggered starts of the 18th Marina del Rey-Puerto Vallarta Race. See *Race Notes* for the entry list. Info, [www.dryc.org](http://www.dryc.org).

**Mar. 4-6** — 25th Heineken Regatta at St. Maarten. Info, [www.heinekenregatta.com](http://www.heinekenregatta.com).

**Mar. 12-15** — Banderas Bay Regatta, a free, low-pressure event held out of Paradise Village, PV. Info, [www.banderas-bayregatta.com](http://www.banderas-bayregatta.com).

**Mar. 19-20** — Newport-Cabo Race, back by popular demand. Newport Harbor YC, [www.nhyc.org](http://www.nhyc.org).

**Apr. 22** — 58th Newport-Ensenada Race, sponsored by Lexus. Info, [www.nosa.org](http://www.nosa.org).

**July 11, 15, 17** — 43rd Los Angeles to Honolulu Race, better known as 'The TransPac'. Info, [www.transpacificyc.org](http://www.transpacificyc.org).

**July 31-Aug. 6** — Waikiki Offshore Series. Info, [www.waikikioffshores.com](http://www.waikikioffshores.com).

### Midwinter Regattas

**ALAMEDA YC** — Estuary Midwinters: 1/9, 2/13, 3/20. M.L. Higgins, (510) 748-0289.

**BERKELEY YC** — Chowder Races: Sundays through 3/27, except during BYC Mids. Paul, (510) 540-7968.

**BERKELEY YC** — Midwinters: 1/8-9, 2/12-13. Bobbi Tosse, (925) 939-9885.

**CORINTHIAN YC** — Midwinters 2005: 1/15-16 and 2/19-20. CYC, (415) 435-4771.

**ENCINAL YC** — Jack Frost Series: 1/15, 2/19, 3/19. David LeGrand, (510) 522-3272.

**GOLDEN GATE YC** — Seaweed Soup Series: 1/8, 2/5, 3/5. Gary Salvo, (916) 363-4566.

**LAKE MERRITT SC** — Robinson Memorial Midwinters: 1/9, 2/12, 3/12. Duncan Carter, (925) 945-6223.

**OAKLAND YC** — Sunday Brunch Series: 1/2, 1/16, 1/30, 2/6, 2/20. Ted or Diane, (510) 769-1414.

**RICHMOND YC** — Small Boat Midwinters: 1/2, 2/6, 3/6. Kers Clausen, (510) 237-1307.

**SANTA CRUZ YC** — Midwinters: 1/15, 2/19, 3/19. SCYC,



# SAIL *California*

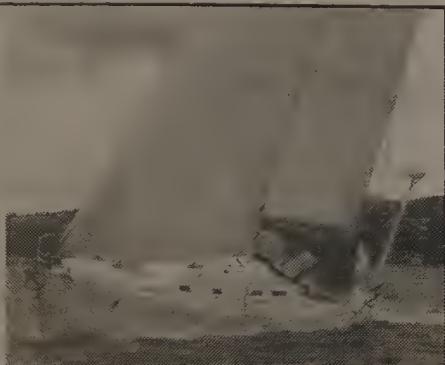
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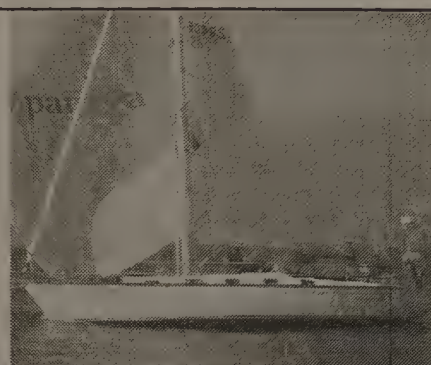


38' Tartan 3800 OC, 1999

**Companera**

This beautiful boat is fully  
loaded and ready to cruise.

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**New Listing**

J/105, 2000

**Kookaburra**

This beautiful, well  
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Beneteau 36.7, 2004

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J/46, 2000 **Beauty**

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SYDNEY 38, 2001 **Cool Man Cool II**

Great inventory and ready to race!  
**\$218,000.**



BAYLINER 4788, 2000 **Champagne Lady**

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particular owner. She is ready for long range  
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SAGA 43, 2002 **Windshear**

Comfortable shorthanded sailing and  
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performance or quality.  
**\$295,000.**

55' Roberts, '80, Concord*	150,000
52' Transpac Custom 52, Yassou	695,000
47' Bayliner 4788, '00, Champagne Lady	395,000
46' J/46 #4, '01, Windwalker	Reduced 439,000
46' J/46, '00, Beauty*	Reduced 515,000
45' Hunter Legend, '88, Fairwind	Pending 120,000
44' Mason, '98*	New Listing \$350,000
43' Saga, '02, Wind Shear*	Reduced 295,000
43' J/133, '04	Inquire
42' J/42, '99, Fine-a-lee*	309,000
42' Moody, '01, Jezebel**	295,000
41' J/125, '98, Pearl**	189,000
40' J/120, '01, Bifrost II**	250,000
40' J/120, '98, Zippity Doo Dah*	270,000
40' J/120, '97, Splash**	200,000
40' Farr 40, '99, Javelin	Pending 150,000
40' Farr, '86, Rascal**	149,500
40' Wilderness 40, '87, Falcon*	Reduced 46,000
40' Wauquiez Pilot, '02, Eden**	275,000
39' Hallberg-Rassy, '97, Esprit**	Reduced 274,000

38' Tartan 3800 OC, '99, Companera	199,000
38' Tartan 3800, '98, Gusto*	169,000
38' Sydney, '01, Cool Man Cool II*	218,000
36' Beneteau 36.7, '04, Ricochet	Reduced 149,900
36' Islander, '77, Kapai	Pending 45,000
36' New York, '83, Agitato*	New Listing 30,500
35' J/105, '00, Kookaburra	Reduced 124,000
35' J/105, '00, Despicalbe*	119,000
35' J/105, '00, Pendragon*	127,000
35' J/35, '85, Blue Streak**	49,500
35' J/35, '85, Jammin**	55,000
35' J/35, '84, Cheers*	42,000
35' J/35, '84, Uncle Bill**	49,500
35' J/35, '84, Jacare*	57,000
35' One Design 35, Zsa Zsa	Reduced 89,000
35' Schock 35, '85, Notorious*	36,000
35' Schock 35, '86, Kathmandu*	45,000
35' Schock, '91, Fancy Free**	New Listing 48,000
35' Cal MkII, '80, Calliope**	45,500
34' Farr 10.20, '89, Hagar II	Reduced 58,000

33' J/33, '90, Trigger	Reduced 45,500
33' J/33, '88, Zapped**	49,500
33' Beneteau 331, '03, La Bella*	112,500
32' J/32, '02, Loon*	168,000
30' Olson, '80, Enigma	18,500
30' Melges, '96, Max Q*	75,000
29' J/29, '83, Ex**	22,900
29' J/29, '84, Zulu*	25,000
27' Raider 790, '03	80,000
26' J/80, Wahoo*	29,900
26' J/80, '94, Slingshot*	New Listing 33,900
25' B-25, '92, Blood Vessel*	Reduced 17,000
24' Blu Sail, '03, Phydeaux*	Reduced 26,000
23' Boston Whaler Conquest, '01	New Listing 53,500

\* Indicates Southern California Boats

\*\* Indicates Pacific Northwest Boats

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### ALAMEDA

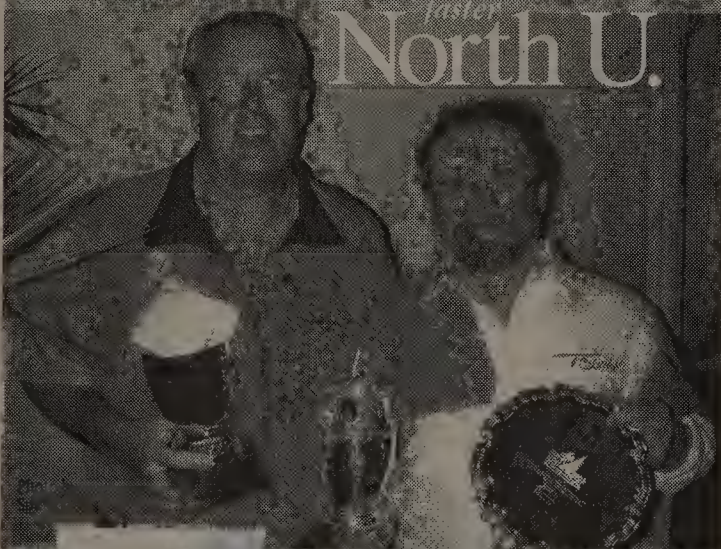
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FAX (510) 522-0641



"JIBE SET!" The call was late, so we used a trick we picked up at North U, and set free flying. After the jibe we rigged the pole, and as the spray settled we could see our rivals battling for air while we sailed free and clear. A fast leg and a "float drop" (NU again) got us around the leeward mark ahead of the crowd. We like our new perspective on the fleet ... *looking back!*

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# CALENDAR



LAURA WATT

'Cappuccino' hurtles into the abyss at last month's BYC Midwinters.

(831) 425-0690.

**SAUSALITO YC** — Midwinters: 1/2, 2/6, 3/6. George Shea, (415) 332-8923.

**SOUTH BAY YRA** — Winter Series: 1/8, 2/5, 3/5. Jim Benson, [benson95033@hotmail.com](mailto:benson95033@hotmail.com).

**SOUTH BEACH YC** — Midwinters: 1/8, 2/12, 3/12. Sherry Nash, (650) 552-9260.

**TREASURE ISLAND SC** — Vanguard 15 Midwinters: 1/22, 2/26, 3/26. Catherine King, [sailflat@earthlink.net](mailto:sailflat@earthlink.net).

Please send your calendar items **by the 10th of the month** to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941. Better yet, fax them to us at (415) 383-5816 or email them to us at [editorial@latitude38.com](mailto:editorial@latitude38.com). But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.

## January Weekend Currents

date/day	slack	max	slack	max
12/31Fri	1036 2302	0133/3.0F 1317/1.6F	0507 1548	0718/1.9E 1919/3.6E
1/01Sat	1038 2238	0142/2.8F 1343/1.4F	0531 1609	0821/1.0E 1912/1.5E
1/02Sun	1147 2316	0225/2.7F 1445/1.3F	0604 1719	0907/1.1E 2037/1.2E
1/08Sat	1009	0139/0.9E 1329/3.0E	0340 1752	0731/3.0F 2050/3.4F
1/09Sun	0018 1057	0232/1.0E 1415/3.2E	0439 1838	0821/3.1F 2138/3.8F
1/15Sat	1054 2249	0127/3.5F 1343/2.0F	0451 1626	0744/1.5E 1949/1.8E
1/16Sun	1214 2331	0216/3.1F 1456/1.7F	0539 1746	0839/1.5E 2053/1.3E
1/22Sat	1016	0143/0.8E 1351/2.3E	0410 1801	0730/2.4E 2100/3.0F
1/23Sun	0041 1056	0231/0.9E 1431/2.5E	0458 1836	0812/2.4F 2138/3.2F
1/29Sat	0911 2123	0021/3.2F 1225/2.0F	0345 1459	0639/1.2E 1753/1.9E
1/30Sun	0958 2155	0057/3.0F 1315/1.8F	0414 1551	0708/1.3E 1832/1.5E



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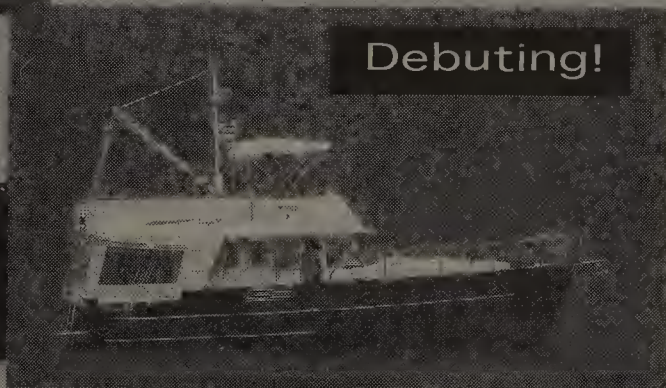
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# LETTERS

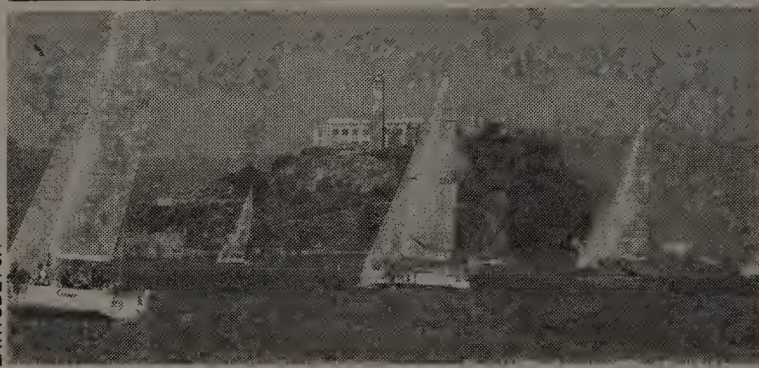
## ↑↓ALCATRAZ, THE FLOATING ISLAND

A number of years ago you had an article about Alcatraz being a floating island. I've tried to find it again with online searches, and thought it was due to run again — maybe in the New Year's issue. I live in the Bay Area, and everyone thinks I'm crazy whenever I mention the story. Either no one knows their history or I am crazy. Any chance I could get a copy of that article?

P.S. *Latitude* is top-notch — you can't be touched by anything out there!

Verne Blanchard  
San Jose

Verne — Thanks for the kind words. We were going to run the story about Alcatraz being a floating island again in the summer of '01 because there were some pending environmental and BCDC issues associated with the current mooring arrangement. And as you no doubt remember, San Francisco



*Alcatraz, the Bay's floating island, is of strategic importance to racers.*

Mayor Willie Brown wanted Alcatraz to be repositioned 250 yards closer to Pier 39 for easier tourist access. San Francisco, of course, was in much better fiscal shape back then, so spendthrift ideas such as that could be battled around.

Those plans all went up in smoke, of course, with the events of 9/11, as Homeland Security has now classified the Alcatraz mooring system as top secret. We don't know if they think Osama and his friends are going to steal the island and take it offshore to be held for hostage, but the public is no longer allowed to see the plans. Furthermore, friends who visited Alcatraz in recent years say the rangers are now denying that it's a floating island. Right! As if every racer on the Bay didn't know that Alcatraz floats slightly to the east during a flood and slightly to the west during an ebb.

## ↑↓WHAT DO YOU MEAN THERE'S A BOAT IN MY SLIP?

Something happened to me this summer that I didn't know how to respond to. Perhaps your amazing readers could give me some advice.

After a beautiful sail with three friends on my Pearson 26 Veritas, I returned to my berth at Richmond's Marina Bay, planning to dock under sail. Yeah, I was showing off a bit, but I usually do this, and the conditions weren't anything we couldn't handle. That is, until I found another boat tied up in my slip. By then I was in the fairway, my own berth was occupied, and I had to find a place to park my boat quickly. I found another slip further down the row and sailed in. One of my friends ran back up to my slip to get one of the four mooring lines we left there, and returned with the news that the boat in our slip had the name of a local sailing school painted on her topsides.

What would you do? Neighbors in the marina had all sorts of clever ideas. One suggested that we could use lines to move

8:45 Raised anchor, set course for Golden Harbor

9:00 Wind up, ease traveler

9:30 More wind, reef main

12:10 Corrected course for strong current

2:00 Wind lightening, power up main

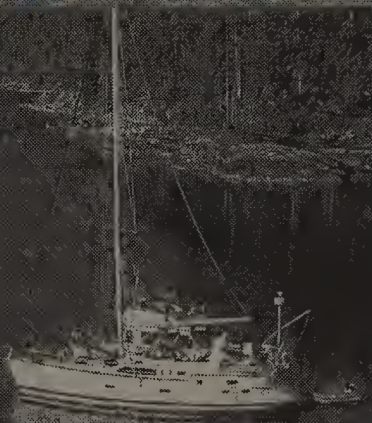
3:30 Wind moving aft, set Gennaker

4:30 Spooled Gennaker and established range for harbor entrance

5:15 Selected anchorage

5:30 Set hook, brewed sails, cocktails anyone?

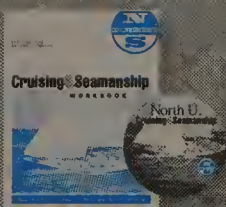
## Happy Hour



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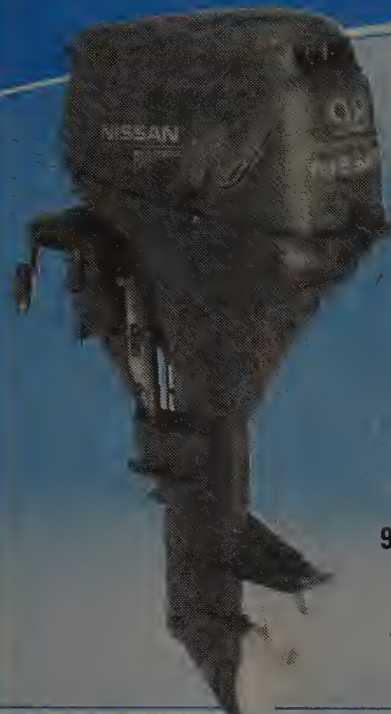
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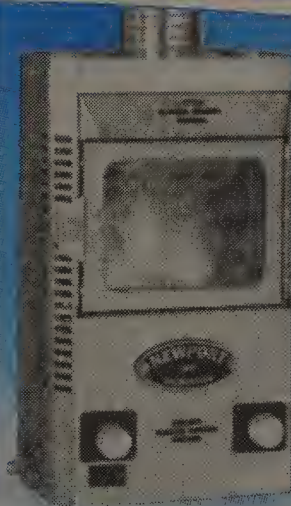
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## LETTERS

We were going left, and it was very lonely. All day long, it was right, right, right... clearly the favored side as the sea breeze filled in. But as we turned upwind for the last beat we could see the cumulus clouds getting blown off. We remembered the signs from the North U. Weather for Sailors Seminar. Now we're first to the left, first to the new wind, first to finish. *His lonely at the bow.*

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the sailing school boat to another slip. Others suggested that we exchange outboards, or tie the boat off by the bow and leave her to dangle in the fairway, or simply cut her loose.

The first thing I did was call the marina office. They confirmed that they hadn't given permission for the sailing school to use my slip and said they would call the school. Meanwhile, they offered me another slip, across the fairway, until they could clear up the matter. While I appreciated the marina's offer of a different slip for a while, my dock box had my freshwater hose, outboard flusher, and all the other stuff we wanted to use before we left. And my docklines would need to be moved, too. Since I didn't like the offer of a downwind slip, I decided to wait a bit — not forgetting that whoever owned the slip where my boat was tied up could be returning from *their* daysail at any moment. That would have been really unpleasant. Meanwhile, my crew and I were tired, thirsty, and we wanted to get home. We put everything away and waited some more.

I finally called the sailing school directly. A woman there told me she couldn't figure out who could be responsible, and unfortunately, she wasn't qualified to move the boat. After hanging around for another 20 minutes or so chatting with my neighbors, I just about gave up. I was about to call the sailing school one last time when two gentlemen walked down the dock. One of them was wearing a sailing school T-shirt.

I asked him why he was in my slip. He apologized and promised to move his boat — but just then I got through to the sailing school on my cell phone. I handed the phone to him and suggested that he could explain to his school why he was in my slip. I assume that he is not the navigation instructor at the school. As I noted, there were four docklines at my slip, and he tied up his boat right over the top of two of them — so it wasn't as if he thought the slip was not being rented. A few minutes later he and the boat were gone, and we motored into my slip and put the boat away. No harm, no foul, and thank God we were out of the other slip before its owner returned.

Now for my question — what is the appropriate etiquette for such a situation? The marina clearly didn't want to move any boat, I assume because of their fears of liability. I didn't want to move the boat either, for the same reasons. But if I rent the berth, is the berth mine? Is this equivalent to coming back to one's apartment to find a brand new big screen TV in the living room? Or more like finding somebody else's car in your apartment's parking space? If it's the latter, is there a marine towing service you can call for such situations? What would you have done? What's the proper etiquette?

Paul Wagner  
Veritas, Pearson 26  
Napa

Paul — Because Profligate needs an end-tie to berth, and because end-ties are the most common places for people to just leave their boats, we've returned from a number of sails to find unknown boats occupying our spot. We don't mind if there is someone still on the boat, ready, willing and able to move out at a moment's notice. However, our blood tends to boil if there is nobody around. After all, it means somebody is stealing our time, and because of the number of hours we work, we don't have any time to spare.

If it happens during marina hours, our first response is to call the marina office and try to let them handle it. They have the right to chain the boat to the dock, but rarely do because it's usually way more trouble than it's worth. If none of the





# Walkin' the walk...

It's easy to talk about sail performance. It's a bit tougher proving it on the water. In 2004, North Sails customers won more races than any year in our history. We're proud and we're grateful. Following is a fraction of the 2004 North Sails victory list. The complete list, including boat and owner names, is now open for view at [www.northsails.com](http://www.northsails.com).

## Terra Nova Trading Key West Race Week

Farr 40... 1, 2, 3  
Swan 45... 1, 3  
Mumm 30... 1, 2, 3  
Division 2 - PHRF 1... 1, 2, 3  
Division 2 - PHRF 2... 1, 2  
IMS Sub Class... 2, 3  
Div. 2 - PHRF 3/C1... 1, 2, 3  
Farr 395 Sub Class... 1, 3  
Div. 2 - PHRF 4/C2... 1, 3  
Div. 2 - PHRF 5... 2  
Div. 2 - PHRF 6... 1, 2  
Melges 24... 1, 2, 3  
J/105... 2  
Div. 4 - PHRF 9... 1  
Div. 4 - PHRF 10/F1... 1, 3  
Sydney 38... 1  
PHRF 7... 2  
PHRF 11... 1  
**Acura SORC**  
Farr 40... 1, 2, 3  
IMS... 1, 3  
PHRF 1... 1, 2, 3  
PHRF 2... 2  
PHRF 3... 2, 3  
**Big Boat Series**  
TransPac 52... 1, 2, 3  
Farr 40... 1, 2  
J/120... 1, 2, 3  
Beneteau 40.7... 1, 3  
J/105... 1, 3  
IRC A... 1, 3  
IRC B... 1, 2  
**Pacific Cup**  
Division E / Overall... 1, 2  
1D35 / Division D... 1  
Division F... 2, 3  
**Chicago NOOD**  
1D35... 1, 2  
Farr 395... 1, 2  
PHRF 1... 1, 2, 3  
PHRF 2... 2  
PHRF 3... 1  
Beneteau 36.7... 1, 3  
Beneteau 40.7... 2, 3  
J/35... 1, 3  
J/30... 1, 3  
S2 9.1... 1  
PHRF New Englands  
Farr 36... 1  
J/105... 1, 2, 3  
Class 7... 1  
Class F... 1

Big Boat Class... 1  
**Detroit NOOD**  
Grand Prix PHRF 1... 1, 2, 3  
J/35... 1, 2, 3  
J/105... 2  
J/120... 2  
**Manzanillo Race**  
Overall... 1, 2  
**San Diego NOOD**  
J/120... 1  
J/35... 1  
Beneteau 40.7... 1  
**MEXORC... 1 (overall)**  
**Southern Sound Series**  
Class C... 1  
Class E... 1  
Class F... 1  
Class B... 1  
Class H... 1  
**J/105 North Americans... 1**  
**New York YC Race Week**  
J/105... 1, 3  
IMS Blue Class 1... 1, 3  
PHRF Blue Class 2... 1, 2, 3  
PHRF Blue Class 3... 2, 3  
PHRF Green Class 2... 1, 3  
**Beneteau 36.7 NAs... 1**  
**Farr 40 Worlds... 1, 2**  
**American YC Spring Reg.**  
PHRF 4A... 1  
PHRF 3A... 1  
Swan 45... 1, 2  
Farr 40... 1, 3  
IMS A... 2, 3  
IMS B... 2, 3  
**San Diego Yachting Cup**  
Beneteau 40.7... 1  
1D35... 1  
PHRF 1... 1  
PHRF 4... 1  
Beneteau 36.7... 1, 2, 3  
J/35... 1  
PHRF 5b... 1  
**Detroit Yacht Racing  
Season Championship**  
J/120... 1, 2  
T-Ten... 1, 2  
PHRF A... 2, 3  
PHRF B... 1, 3  
PHRF E... 1  
**Bayview - Mackinac Race**  
GL-70... 1  
J/105... 1, 2  
J/120... 1

J/35... 2  
PHRF A... 1, 2, 3  
PHRF B... 2  
Turbo... 2  
**Cal Cup**  
Farr 40... 1, 2, 3  
**Annapolis NOOD**  
Beneteau 36.7... 1, 2, 3  
J/35... 1  
Mumm 30... 1, 2, 3  
Cal 25... 1, 2, 3  
Cat 27... 1, 2, 3  
S2 7.9... 1  
**Toronto NOOD**  
J/105... 1, 2, 3, 4  
J/35... 1, 2, 3  
Level A... 1  
8 Metre... 2  
Level 54-69... 2  
**Marblehead NOOD**  
J/105... 1, 2, 3  
**Buzzard's Bay Regatta**  
J/105... 1, 3  
J/109... 1, 2  
PHRF R-1... 1, 2, 3  
PHRF R-2... 2  
**New York YC Regatta**  
IMS Class 1... 1, 2  
TransPac 52... 1, 2, 3  
IMS Class 3... 2, 3  
IMSCR Class 4... 1, 2, 3  
IMSCR Class 5... 1, 2  
Swan 45... 1, 2  
J/105... 2  
PHRF Class 2... 1, 3  
Farr 40... 1, 2, 3  
Mumm 30... 1, 3  
**American YC Fall Series**  
5 East... 1, 2, 3  
Swan 45... 2, 3  
PHRF 1 South... 1  
PHRF 5 South... 2  
PHRF 2 East... 2, 3  
IMS B... 1, 2, 3  
**Block Island Race**  
PHRF 7... 1, 2  
PHRF 8... 2  
IMS 5... 1, 2  
IMS 4... 1  
PHRF 2... 1  
IMS 1... 1  
**Newport to Bermuda Race**  
IMSCR Class 3... 1, 2, 3  
IMSCR Class 5... 2

IMSCR Class 6... 1, 2,  
IMSCR Class 7... 3  
IMSCR Class 8... 2  
IMS Racing Class 9... 1, 2, 3  
IMS MaxZ Class 10... 1, 3  
Americap Class 11... 2  
Best Elapsed Time... 1  
**Frers 33 Nationals... 1, 2, 3**  
**Farr 395 N.A.s... 1, 3**  
**Block Is. Race Week**  
IMS... 1, 2, 3  
**2004 New Jersey Ocean  
Racing Championship**  
Sport... 1  
Div 1... 1, 3  
Div 2... 2  
Div 3... 1, 3  
Non-Spinnaker... 1  
**J/105 Canadians... 1, 2, 3**  
**Chicago-Mac Race**  
Turbo... 1, 2  
GL 70... 2  
Section 1... 1, 2, 3  
Section 2... 1, 2, 3  
Section 3... 1  
Section 4... 2  
Section 6... 1  
Section 7... 2  
T/10... 2  
Beneteau 40.7... 1, 2  
J/35... 1, 2, 3  
Beneteau 36.7... 3  
J/105... 2  
J/120... 1  
Farr 395... 1  
**Chicago Verve Cup**  
PHRF 1... 1, 2  
Farr 395... 1  
Sydney 38... 1  
1D35... 1, 2, 3  
Beneteau 40.7... 1, 2  
Beneteau 36.7... 1  
J/35... 1, 2, 3  
PHRF 4... 1, 3  
PHRF 5... 1  
PHRF 7... 1, 3  
PHRF 9... 1, 3  
PHRF 2... 2  
J/105... 2  
T/10... 3  
**Bayfield Race Week**  
Class A... 1  
Class B... 1, 3  
Class C... 1, 2, 3

S2 7.9... 1, 3  
**Lake Michigan Series  
Championships**  
Beneteau 40.7... 1, 2  
GL 70... 1, 2  
J/105... 3  
J/35... 1, 2  
Farr 395... 1, 2  
S2 9.1... 1  
Beneteau 36.7... 1, 2  
**Annapolis YC Fall Series**  
J/35... 1  
PHRF A0... 1, 3  
PHRF A1... 1, 2, 3  
MORC... 1, 2  
PHRF C... 1  
**J/35 NAs... 1, 2**  
**Olympic Games**  
470... 1, 2, 3  
Finn... 1, 2, 3  
Star... 1  
Yngling... 1

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## LETTERS

marina staff were around and there wasn't another space, we would have no compunction about moving the offending boat — as long as we were confident we wouldn't damage any other boats in the process. In the case you describe, we would have had one of your crew untie the offending boat and let it dangle in the fairway, allowing you to sail your boat into your slip. Then we would have tied the offending boat perpendicular to the back of your boat, still leaving enough room for boats to negotiate the fairway. And if we had a dog, we would have him pee on the other boat's docklines for good measure. In the case of a boat using our end-tie, we'd simply raft her up on the outside of our boat — assuming we had enough crew to do the job safely. Some boatowners are very prickly about people touching or moving their boat. These folks should take particular care to stay out of other people's slips.

We're not necessarily recommending that you do what we do, because there may be liability issues, but that's how we'd handle it. We're interested to hear what other readers would do. But most of all, we're interested in knowing what some mariners are thinking when they pull into what is obviously someone else's slip and then disappear for two hours. Is that the ultimate in disrespect or what?

### ↑↓LEARNING TO LIVE WITH SQUALLS

We Northern California sailors aren't accustomed to squalls, but as we recently learned on a passage from Ecuador to Panama, they can come out of nowhere and be ferocious.

After about six months of enjoying Ecuador, we had to leave because our visas ran out. That wasn't a problem, as we wanted to spend more time in Panama, which is familiar territory to us. Our trip north went very well, as we had good winds, making for a fast passage. The trip wasn't without incident, however, as we were twice knocked down — *really* knocked down! — by a nasty squall.

It happened when we were two days north of Ecuador. One moment it was calm, and we were motoring with all our sails up. Then it started to rain, and *boom*, powerful winds suddenly knocked us down on our starboard side. By "knocked down," I mean sails in the water, lifelines *under*



ELSEWHERE

**Matt and Judy Johnston find there are no knockdowns in the mountains of Peru.**

water and green water — tons of it — pouring into the cockpit! Fortunately, our sturdy Cabo Rico 38 righted herself in a matter of seconds. But then — *boom!* — we were knocked down on the other side. Indicative of how far we went over, our gas can floated over the top of our lifelines! And we stayed pinned down. The cockpit flooded, and water started pouring down the companionway steps and into the salon. We were in deep shit. Part of the reason the boat didn't right itself is that the mainsail was underwater! We desperately needed to release the sheet, but it was very difficult being heeled over so far with green water everywhere. When I was finally able to release it, we popped right up.

Once upright, the cockpit, which had been full of water, quickly drained. And our bilge pump got the water out of the



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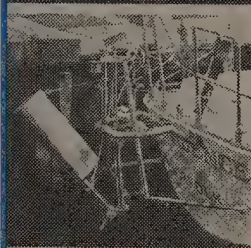
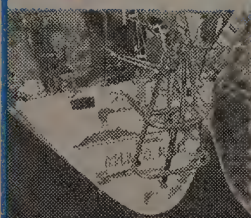
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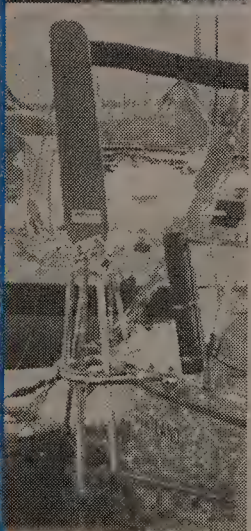
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## LETTERS

inside of the boat. Through all this, the engine never missed a beat. It had actually been so calm prior to the squall that Judy had turned the engine on. That's what woke me up. I'd just been coming up the companionway ladder the first time we got knocked down.

How strong were the gusts? We can't even guess, but they were very powerful. And after the two knockdowns, it was raining so hard that it flattened the seas.

Damage was limited to the boom buckling slightly, the autopilot getting drowned, and a few minor items floating away. Fortunately, we had a spare autopilot, which was quickly installed and works fine. The boom can be fixed for about \$300 by Ollie, a guy at the Balboa YC. The main cabin, of course, was a mess after the knockdowns, and lots of cushions and other stuff got wet.

These two knockdowns were the scariest things to have happened to us in our five years of cruising. We're impressed, but not freaked out. It's just something that happens, and we know of other cruisers who have also been knocked down by squalls. In the future, we're going to do a better job of avoiding them, and if we can't, we're going to get the sails down. In any event, we're sure happy with our Cabo Rico, as she righted herself beautifully.

We just got home to Northern California for our annual holiday visit. The weather is a lot different here than in Panama, where it was sunny and 86°.

Matt & Judy Johnston  
Elsewhere, Cabo Rico 38  
Antioch

*Matt and Judy — Squalls like those really do add another element to sailing. What makes it tricky is that lots of them only increase the windspeed by five or 10 knots, while others pack a huge punch. You just never know what you're going to get.*

### PIRATE DATABASES

In the most recent *Letters*, you told a reader concerned about yacht piracy that there is no good database of such incidents. I guess I agree, but you ought to check out Klaus Hympehdahl's website, [www.yachtpiracy.com](http://www.yachtpiracy.com), for what is probably the best available rundown. He published the book *Pirates Aboard!* in both German and English, detailing a number of the yacht piracy events of the last decade. It is a helpful resource in planning for the security of one's cruising yacht.

P.S. Love the new issue, as always!

Jim Bondoux  
Lionesse, Cheoy Lee Motoryacht  
Northern California

*Jim — We admire Hympehdahl's goal of trying to create a database of yacht piracy incidents in order to help cruisers, but he doesn't have enough information with which to make intelligent recommendations.*

For example, he writes, "Beautiful Cartagena is safe." Well, we don't think John Haste of the San Diego-based Perry 52 catamaran Little Wing would agree with such an assessment. It was just a year ago that Haste, while driving his cat from a boatyard in Cartagena Bay, was stopped, hooded, and robbed of all his electronics by three men armed with at least one homemade shotgun. Nor is anything said about the Rosario Islands, just 20 miles from Cartagena, where there have been at least two violent incidents against yachties in recent years.

There is also no mention made of Papua New Guinea where, in the last few years, several cruisers have been the victims of



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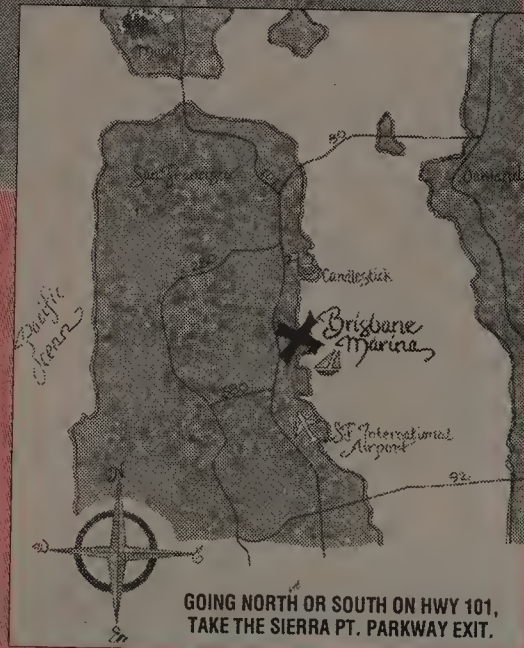
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## LETTERS

extreme violence.

On the other hand, Hympendahl warns cruisers going to Nicaragua to "beware of the coastline without other yachts nearby or if you anchor in a remote bay." Why would he do that? All kinds of West Coast yachties — including yourself — have enjoyed those waters for years without a problem. We can't recall ever hearing of an instance of yacht piracy off Nicaragua.

Hympendahl also reports that Panama's Gulf of Darien is dangerous because drugs are smuggled from there on speedboats. We know of quite a few boats that have cruised the Gulf of Darien without a problem, and have never heard of a boat being attacked there. And then Hympendahl writes, "Due to U.S. observation, the Caribbean side of Colombia seems to be pretty safe." It's unclear if he's talking about the Caribbean side of the Isthmus of Darien or the rest of the Caribbean coast of Colombia. In either case, he'd be completely wrong.

As we said, we admire Hympendahl's intent, but he's missing the factual information necessary to draw any intelligent conclusions.

Two other things to remember. First, in many places the dangers ashore are more serious than they are on a boat. Take South Africa, where the murder rate is an astonishing seven times higher than in the good old United States of Violence. Similarly, it's a lot more dangerous ashore in the Caribbean than it is on a boat.

Second, in many cases violence against yachties is determined by individuals, not regions. For example, an American cruiser was murdered on his boat years ago in Turtle Bay, but now, and even back then, nobody thought it was a community problem. It was just one crazy guy. It's the same with Barbuda in the Caribbean, where four crew on a luxury yacht were tortured and killed. The crimes were not considered to be symptoms of a bad area, just a few bad people. Similarly, there was a string of armed robberies of boats in the Rio Dulce — that suddenly ended after the prime suspect was killed in a shootout in Guatemala City.

The truth of the matter is that most of the sailing world is very safe. The few areas that are dangerous are well known.

### ↑↓ YOU'VE GOT IT ALL BACKWARDS

I'd like to correct an item that appeared in 'Lectronic Latitude. Defibrillators do not re-start a person's heart, as you reported. Fibrillation is an irregular heartbeat, and a defibrillator stops the heart, which allows it to restart on its own with a regular beat.

Brett Phillips  
Northern California

Brett — Oops! Does this mean we're going to lose our license to practice medicine? Seriously, thank you for the correction. The point of our item in 'Lectronic was to let folks know that a growing number of cruising boats are now carrying portable defibrillators. In fact, they are now carried at some West Marine stores, and can probably be found between 5200 and winch handles.

### ↑↓ CALYPSO WAS INDEED OWNED BY JIM HOLLYWOOD

In reply to Tony 'gobsmacked' Kapetanovic's inquiry from New Zealand regarding the Seagoer yawl named *Calypso*, she was indeed owned by Jim Hollywood of Southern California, and indeed circumnavigated over a four-year period from 1972 to 1976. I had the good fortune to crew for Jim and his wife on the first leg from Southern California south to Zihuatanejo, then across the pond through the Marquesas, Tuamotos and



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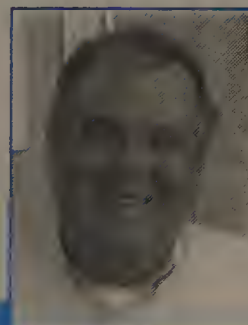
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## LETTERS

the Society Islands.

As I recall, our passage from Zihuatanejo to Nuku Hiva was 34 days, an average of a bit over 110 miles per day — all of it hand-steered. Well over 99% of the trip was under sail, as we had limited fuel that needed to be saved for charging, motoring in and out of harbors, anchoring, and emergencies. Somewhere I still have my log of that trip, as well as a couple of hours of 8mm film converted to VHS tape. If Tony would like copies, he should contact me by email at [jamesns@msn.com](mailto:jamesns@msn.com).

I left *Calypso* in Papeete after meeting — and falling for — a gorgeous French/Tahitian lass. *Calypso* continued west, wintering somewhere in Indonesia, where Jim worked as an oil platform supply boat captain. I believe the following winters were spent in Australia and South Africa, and finally back in Dana Point. *Calypso* was then sold, and Hollywood ran the Dana Point loft for John Conser's Windward Sails. Jim earned his 100-ton captain's license, and was active in west coast racing, and in the '80s and '90s skippered boats such as *Victoria*, the 72-ft replica of *Ticonderoga*. In fact, he took *Victoria* across the Atlantic to the Med, then back to the West Coast via the Canal and Panama.

Sadly, Jim died unexpectedly from heart problems in 1998 or 1999. At the time of his death, he was preparing his Columbia 52 *Gypsy* for an extended cruise through the South Pacific with his second wife and son.

Here's wishing Tony the best in his restoration of *Calypso* — which is now over 60 years old, has travelled many an ocean mile, and must be on her fourth or fifth rebuild. I know that Jim — and friends — conducted the second reconditioning before the circumnavigation, as the boat had been cruising in Mexico and was quite tired. We refastened and re-caulked her, replaced the motor, rebuilt the rudder and steering, beefed up the standing rigging, added refrigeration in the form of an RV propane-run box, added a manual windlass, recut and re-stitched the sails and more. But I'm pleased to learn from Tony's letter that *Calypso* still exists and is being restored. Maybe I'm gobsmacked and don't even know it!

Jim Senechal  
Dana Point

Jim — Thanks for all those great details. We didn't know Hollywood, but if we're not mistaken, he and his crew completed the 1979 Long Beach to Cabo to La Paz Race that some participants said was as rough or rougher than the Fastnet Race that had killed 15 sailors off England just a few months before. If memory serves us, only six of the 33 starters made it to La Paz — and Hollywood and crew did it with a little ultralight Olson 30!

### ↑↓MEMORIES AND MUSIC

Reading Jim Ahola's name — he was one of those lost when *Spirit* sank returning from Hawaii in the '70s — in *Letters* brought back strong memories of my youth. He was a buddy of mine from high school in Fairfax. He was a good guy who tried his hand at carpentry, mountain-climbing, photography and sailing. Seeing his name made me dig out a photo he took during a shoot of my band back in 1973. It's the only cool picture that's been taken of me. After the loss of *Spirit*, there was a memorial for him and Cammy [Camilla Arthur, who was also lost] held at Stinson Beach. I sang that old Dylan tune with the lyrics, "Time is an ocean but it ends at the shore / and you may not see me tomorrow."

For those interested in sailing and music, I have a record-



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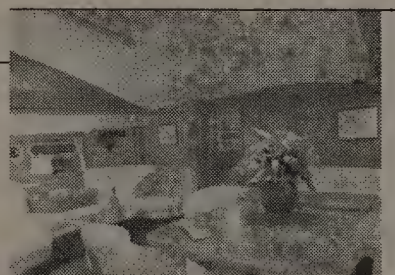
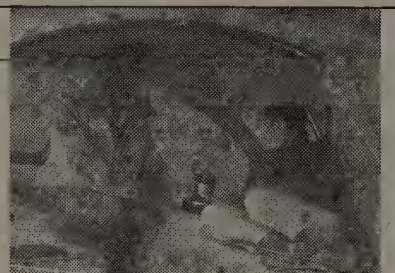
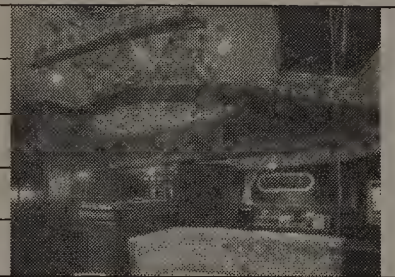
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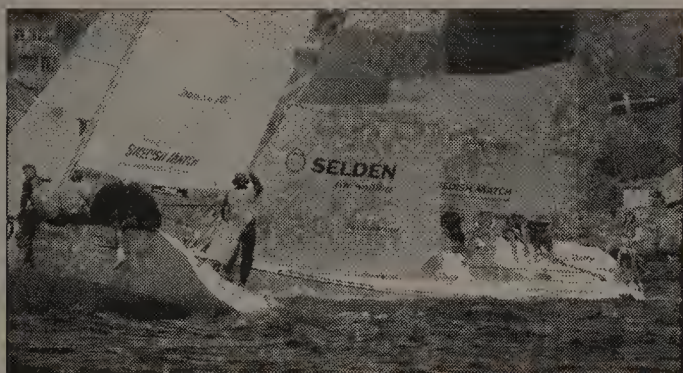


# LETTERS

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Petaluma

### ↑↓MAYBE WEST COAST SAILORS CAN FILL IN THE GAPS

I realize that you prefer to receive all your submissions electronically, but please put up with an old-time, 73-year-old author. My first article appeared in *Yachting* in September of 1964! I'm too old to figure out the electronic age, so this letter has been written on a laptop — meaning a mechanical typewriter balanced on my lap in the forward cabin of *L'll Iolaire*, my engineless yawl that replaced the big *Iolaire*. If you attach a chain to them, I've found that boat engines make great moorings!

I'm writing in the hope of finding out more information on *Karenita* — better known as *Scirocco*, which was her name from 1936 when Errol Flynn bought her, until the '90s when the owners used her original name again. I did a search of *Karenita* in Lloyd's Register at the New York YC and found an interesting history, but I'm hoping that some West Coast sailors might be able to fill in the gaps. Here's what I know:

She was built in 1929 as *Karenita*, sold and became *Aviner* in '30, *Simoon* in '33, *Watchette II* in '34 and renamed *Karenita* in '36 when she was bought by a gentleman who belonged to four Boston area yacht clubs. Errol Flynn bought her in 1938 and renamed her *Scirocco*, which is the same name of a boat he'd owned in the late '20s and early '30s in Australia and New Guinea. Flynn kept her until he beat the rap on the famous rape trial in about 1944. Two 17-year-olds accused him of rape onboard *Scirocco*, but they were unable to describe the interior of the boat.

There was no Lloyds Registry from '42 to '45, and the New York YC's library is missing the '46 edition, so she next shows up as being owned by Frank Mueller of Sunset Boulevard in Los Angeles, who owned her all the way up until '59. At that point she was acquired by Philippe Beixedon of Santa Barbara, and stayed under his name until '74 — at which point she disappeared from Lloyd's Registry.

But Lloyd's is wrong, because it's known that Steve Guy of Santa Barbara bought her in '68 and owned her until '74. In fact, he sailed her across the Pacific, and did a major refit in New Zealand, where she was converted from a ketch to a cutter, after which she crossed the Indian Ocean to Cape Town. She showed up in St. Thomas, U.S. Virgin Islands in '76, where she was purchased by Dr. Henry Hamilton of Raywood Avenue in San Mateo.

I'm trying to find out if anybody knew anything about her activities under Flynn's ownership. How did she get from the East Coast to the West Coast? Where, if at all, did Flynn cruise her? Can Steve Guy or any of his crew be contacted for details of the cruise under his ownership? Does anybody know about her activities in the time between the ownership of Flynn and Guy? Any help with this information would be greatly appreciated. I can be reached at [streetiolaire@hotmail.com](mailto:streetiolaire@hotmail.com)

Donald Street, Jr.  
*L'll Iolaire* / Iolaire Enterprises Ltd.  
Rock Cottage, Glandore, County Cork, Republic of Ireland

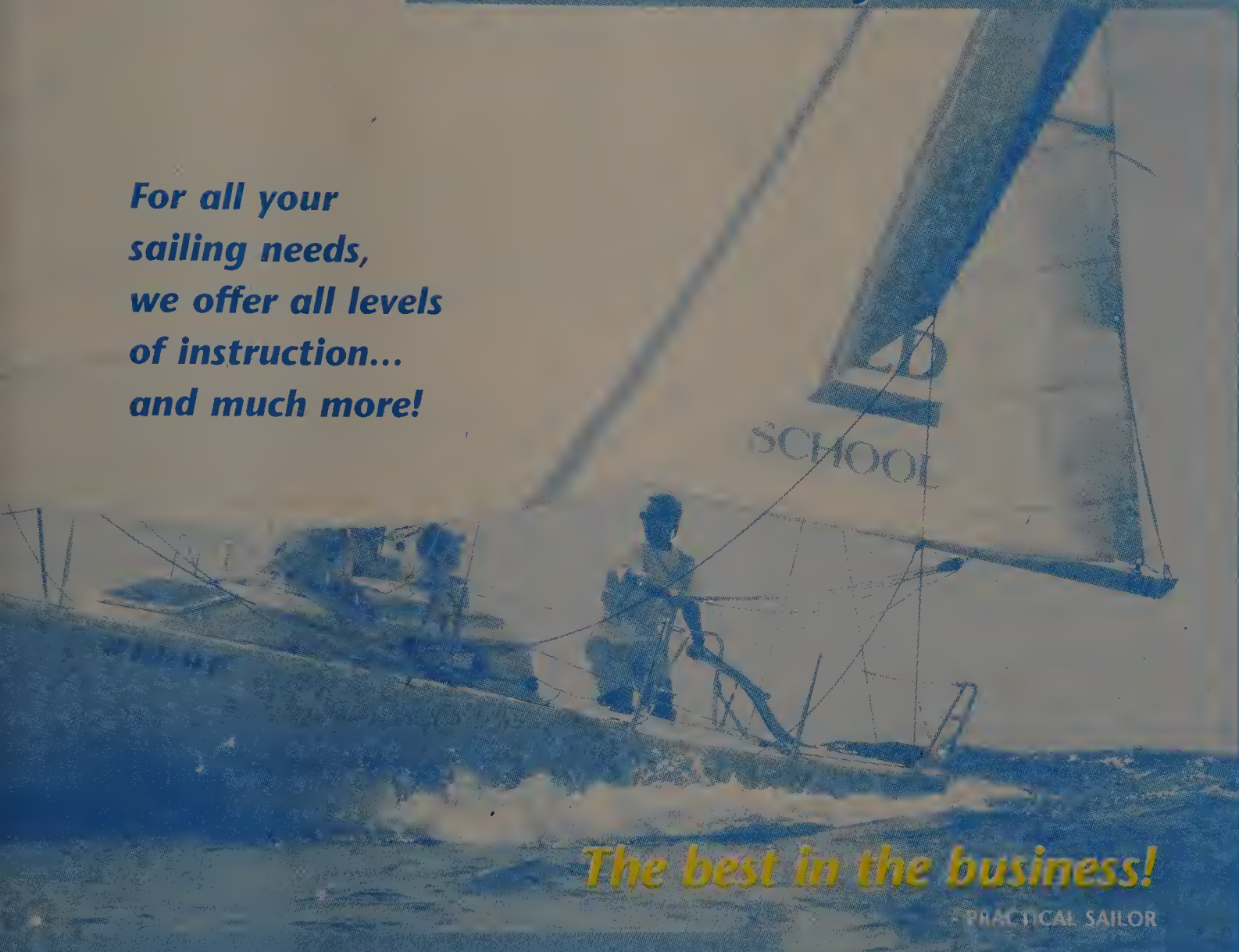
Donald — Our apologies, as we somehow allowed your letter to languish on our desk for nearly eight months. It's been so long since we received some snail mail that we were perplexed into inactivity. We beg your pardon, hoping you weren't



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## LETTERS

in a hurry — as, we imagine, would be the case with a sailor who repeatedly throws his boat engines over the side.

By the way, last winter we saw you and L'll Iolaire anchored out by Corossol, and a few hours later observed you sailing up to the Charles de Gualle Quai in Gustavia, St. Barth. For a cantankerous fellow, you had your red-hulled boat looking sharp under jib and mizzen.

As for Scirocco, we're going to put you in touch with Pete Fromhagen of San Rafael, who used to sail on her. Perhaps some of our other readers will contact you as well.

Lastly, be informed that we Californians don't consider 73 to be old. In fact, it's at about that age that some of our big city mayors start fathering children by former employees.

### ↑↓BINOCs THAT ARE GOOD ON LAND AND BAD AT SEA

Are there any comparison tests of the various makes of the new stabilized binoculars, with a particular emphasis on their usefulness on sailboats? I tried some Canon stabilized binoculars in the Caribbean, but was disappointed. They were excellent on land — I could read a car's license plate from a block away — but on a boat I couldn't keep what I was seeing steady enough to read navigation markers.

Zolt  
Planet Earth

Zolt — Sorry, we don't have any experience with stabilized binoculars. Perhaps one of our readers has a brand and model they would recommend.

### ↑↓PUT GODIVA CHOCOLATES WHERE?!

You asked readers to comment on peoples' experiences on the Ha-Ha, as well as what gear they liked and would have liked to have had. I'd like to respond, based on 3.5 Ha-Ha's, as well as an Atlantic crossing, sailing in the Med, and so forth. I've done this on small, medium and large boats, some of which were new, some of which were old. My comments are based on things I repeatedly noticed, so there is no need to give names or mention boat names. This may be more than you wanted on the subject, but I have just spent the last day recompiling my notes from this and other trips, seeking to (re)learn good things.

Did we have major gear and/or engine problems? The biggest problems I've had have been the lack of backup alternators and electric bilge pumps.

What was my favorite bit of marine gear? I liked the paper charts, pencils, handheld GPS and batteries for the GPS. It meant I knew we would get where we were going, even if the electronics and/or onboard GPS failed. I've also liked having a fuel transfer pump and valved siphon, so we could avoid having to use the new CARB pouring spouts on jerry jugs. The fuel transfer pumps and valved siphons are the only way to go!

What marine gear did I really wish we had? 1) A backup alternator — that had been pre-installed and tested. 2) A 110V ammeter to check what the genset was doing. 3) A 12V ammeter to check what the alternator was really doing. The digital amp-hour meters are fun, but really not helpful for troubleshooting. 4) An indicator light for the genset to indicate output. 5) An adequate electrical kit to provide ammeter, voltage and maybe circuit breaker/regulator functionality that can be used when patching and debugging. 6) The mothership *Profligate's* satellite phone number — so we could give them an update. 7) An autopilot that automatically tracks cross-track error. 8) A recent survey for offshore cruising — with the recommendations all completed one month before depar-



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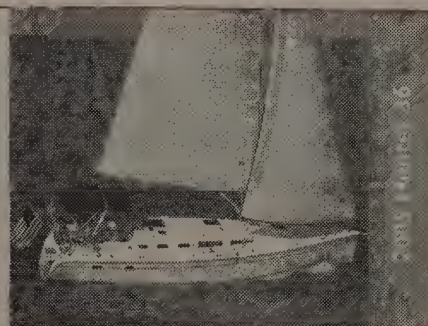
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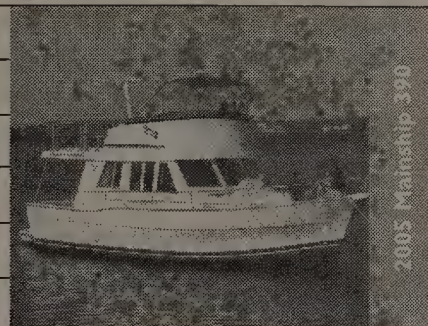
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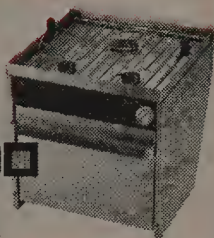


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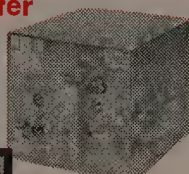
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## LETTERS

ture. 9) For boats that have watermakers, all the rebuild parts necessary.

If you took or were unknown crew, how did it work out, and how might you do things differently in the future? This one is my biggest hot-button! Most boats that I've been on need a *thorough interior cleaning* before leaving the dock at the start. Smelly heads, dirty carpets, sticky and/or slippery soles, leaking holding tanks, leaking diesel near bunks, heads not working, stale food, dirty sponges, hard-to-find tools, sleeping arrangements and lee cloths not checked, poor storage — all of these things make life miserable and dangerous at sea.

Other things to do differently:

- It would be nice if Godiva chocolates were placed on turned-down sleeping pillows. No kidding! It's easy to do and makes a big hit.

- A heavy dockside hose-down would identify many leaks, especially up forward. I'm told that Nautor/Swan uses a fire truck for this purpose.

- New crew, both men and women, need to be reminded that this cruising is continual *work*, with shifts for both cleaning and watches, and with *zero* privacy except on boats over 100 feet. Meeting with the crew and setting expectations in advance is essential. It's essential that all members of the crew continually offer to help with whatever needs to be done.

- Eating and drinking habits need to be sorted out before departure and before money is wasted. After all, there is no point in buying steaks for vegetarians, fruit-flavored beer, or French bubbly water. I have also had many experiences where

crew that have stated they will 'eat and drink anything' announce under way that they are vegetarians who only drink certain American water in brand-new plastic bottles.

- Review the watch system, and do it long before departure.

- Captain Jean-Luc Picard of *Star Trek: The Next Generation* used a phrase to focus on: A single 'mission', effective

communication, delegation, teamwork and honor. All are essential and gotta start before leaving the dock.

- The best advice — and this comes from my wife Marylyn: Keep calm. There's no sense for the captain or crew to go ballistic over anything. My best advice: Just have fun!

P.S. Thanks again for another great Ha-Ha!

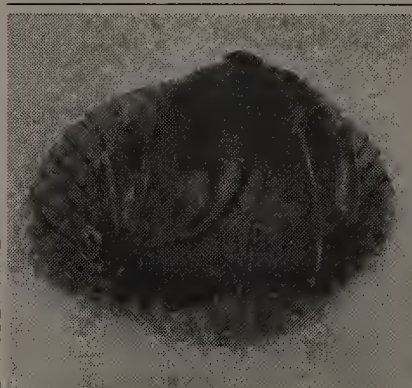
Mike Chambreau  
Impetuous, Cal 34  
Los Altos, California

### WE HAD A GREAT TIME WITH OUR 13-YEAR-OLD SON

Regarding your 'Lectronic Latitude request for comments on the Ha-Ha, I did it in 2000, but still think my comments are pertinent:

- 1) We had no major gear or engine problems.
- 2) My radar alarm system was my favorite bit of gear.
- 3) I would have loved to have had a cockpit speaker for my VHF radio.
- 4) We didn't have any unknown crew.
- 5) We had a *great* time with our 13-year-old son! It couldn't

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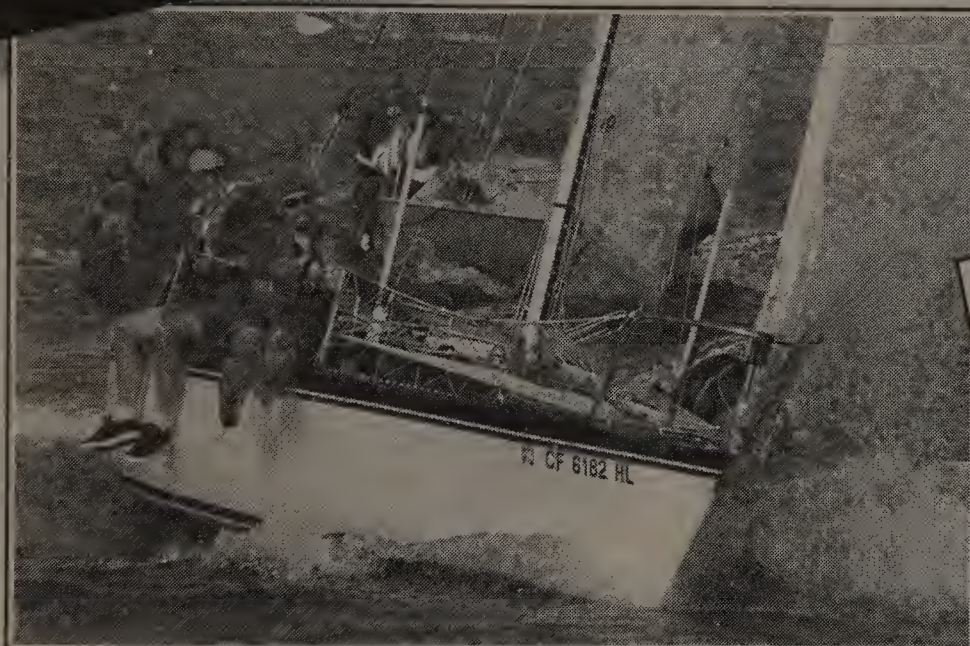
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## LETTERS

have been better.

What a memory after all these years!

Eric R. Stephan

Indara, Norseman 447  
Gig Harbor, Washington

### ↑↓RADIOS AND KIDS

Having done the Ha-Ha this year, primarily, two things come to mind that we'd like to comment on. First, we learned that it was very important to have the electronic equipment

set up properly, and that people know how to use it. In our case, we bought a boat with an SSB radio — that apparently is an international model. We had no use for it on Flat-head Lake where we live in Montana, so we never tested it. During the Ha-Ha we learned that our



ANAMCHARA

*Haylee and Tristan, the 'Anamchara' kids, loved participating in the Ha-Ha.*

SSB needed to be reprogrammed at a dealer or the factory in order to work on most frequencies used on the West Coast.

Second, we learned that our children, ages 6 and 10, could not have enjoyed themselves more. But it was also a blessing to have more than just us two parents aboard. Having an extra adult allowed Sandee to spend quite a bit of time entertaining the kids with games and reading while sailing — especially the first few nights when it was a bit cold for them to be on deck. This meant they were in their cabin where the motion wasn't so pleasant and they needed to be distracted.

All in all, the Ha-Ha was about what we expected — except that the kids enjoyed it more than we thought they would. How nice it was to be able to enjoy all of the benefits of cruising without having to do any worrying — like we parents can't help but do.

Pete, Sandee, Haylee and Tristan Sauer  
Anamchara, Jeanneau 36  
Somers, MT

*Readers — Problems with SSB radios — both their installation and operation — were common on this year's Ha-Ha.*

### ↑↓BY DESSERT WE HAD A FOURTH CREWMEMBER

We didn't do the most recent Ha-Ha, but we've got some comments from the one we did in 2003 aboard my Caliber 38 *Cariad*.

My favorite piece of gear was the electric anchor windlass. Without it, we never would have gotten the 45-lb CQR anchor and all-chain rode off the bottom. It also allowed us to freely move around without having to worry about having to manually raise the anchor, for if we had to do it manually, we would have wanted to stay put.

The marine gear I wish I'd had was solar panels. I have a high-output alternator and four high-capacity golf cart batteries, but the heat of Mexico puts powerful demands on a refrigeration system. When we got further south, especially down to Zihau where it really gets warm, we had to run the engine every few days to charge the batteries. We wouldn't have had to do it so often if we'd had solar panels.



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## LETTERS

We had one major breakdown, but that was in Zihua after the Ha-Ha. In the middle of the night, while anchored in the calm bay, our forestay popped! That's right, without being under any load, the stem ball fitting at the top of the mast suddenly parted. We were lucky it didn't happen on the way into Bahia Santa Maria on the second leg of the Ha-Ha where, you might remember, we had 25 knots of wind. Anyway, we were lucky to be able to motor a short distance to Ixtapa Marina to climb the mast and make repairs. Friends coming down from the states the next day brought us a replacement part, so we were up and running in just three days. With the exception of a chafed jib halyard — we had a spare rigged — and a few burned-out light bulbs, everything else was fine for the entire five months of our cruise.

As for unknown crew, we'd planned to go with three crewmembers — my girlfriend Wendy, my buddy Kosta and myself. But we ended up taking Edda Rottschmidt also, whom Kosta and I had met at the October Crew List Party at the Encinal YC. While we weren't planning on additional crew, Edda and I seemed to click. Edda later met Wendy and me for dinner to see if we all still had a connection, and by dessert we had a fourth crew member. After coming down to check out our boat, she was signed on. Her sailing skills were definitely a big help and her wonderful personality meshed with everyone on board. I'm glad she talked me into taking on a fourth crew member. Ha Ha.

Paul Goyke  
Cariad, Caliber 38  
Alameda

### THE SEAWEED STEM WAS A PERFECT FIT

In *Lectronic*, you asked for comments about the Ha-Ha, including what kind of equipment problems boats had.

We had an engine problem. While ducking behind Cedros Island to avoid another tack to windward, we sucked a one-inch-long piece of seaweed stem into our engine's raw water intake. It was the perfect size to plug the elbow going into our strainer. The old bronze elbow disintegrated when we tried to disassemble it in order to remove the seaweed. Without replacement parts, we were sure that we'd be without an engine for the rest of the Ha-Ha. However, we managed to concoct a temporary fix using a plastic elbow and fast-curing 3M

5200 sealant! It got us all the way to Cabo, where we had replacement parts waiting.

It's hard to choose among our favorite marine gear, as we had everything — including an electric coffee pot and microwave. But the most fun was being able to use the electronic



Baba Muller proves that 'Isis' also had big problems with kelp off the coast of Baja.

charts with GPS interface on the laptop, and compare where they indicated we were as opposed to where the radar and paper charts said we were. At one point the radar showed us half a mile off Cedros — the electronic chart and GPS had us



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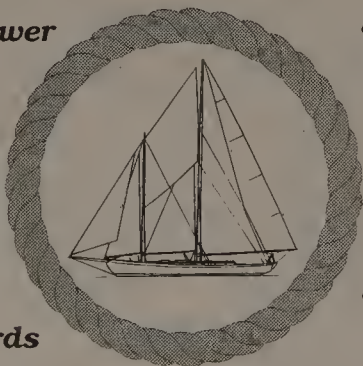
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## LETTERS

half a mile inland at Cedros! It's not surprising since the charts were based on the *Beagle* exploration in the mid-1800s. The Skymate email was pretty cool as well.

What did we wish we had that we didn't? Nothing. How could you wish for more on such a great sailing adventure?

Mike Reed, First Mate  
At Last, Sabre 38  
Bellingham, WA

Mike — Seaweed can be a problem on the Ha-Ha. Here's a photo of Baba Muller of the SC52 Isis, who had to jump into the water to free a huge clump of seaweed from the prop.

We've gotten a lot more comments on the Ha-Ha, which we plan to share with everyone in the February issue.

### ↑↓ I'M LOOKING FOR MY DAD'S OLD ISLANDER 36

My father owned a 1973 Islander 36 that he sold about 20 years ago. I was wondering how I could track her down. I have the hull number and vessel identification number if that would help.

Geoff Danker  
Santa Cruz

Geoff — If you can provide the hull number, we reckon there is a good chance that one of our readers will know her current name and whereabouts.

### ↑↓ NOW I'M CONVINCED THAT I SAW GREEN FLASHES

I don't know if anyone else has ever wondered about the 'green flash'. I did until I wrote to Sacramento meteorologist Elissa Lynn of Channel 10. This was her reply via the *Sacramento Bee*:

"The green flash is a type of mirage that occurs at sunrise or sunset only. And the best circumstances to view it are as you described: on the water or flat horizon, no fog, no clouds, no pollutants. The first ray of sunrise or last ray of sunset can be a brilliant green band. This is caused by refraction or bending of the rays of sunlight. At the horizon, sunlight — which is comprised of all colors — has to pass through a thicker atmosphere than if it were high in the sky. The sun is actually already below the horizon, but the refracted rays make it appear the sun has not yet set. The atmosphere prism bends blue wavelengths of sunlight the most, but since our atmosphere scatters blue light, the green appears visible in the sky. Close to the equator, the green flash is quick, lasting only a second or so. Near the poles, it can last longer."

To be honest, I was never really sure that I was seeing what I thought I saw. And I've had many discussions/arguments with other sailors. Some say they have never seen a green flash, but I say they just weren't paying attention. I did the '96 Baja Ha-Ha and spent four years sailing up and down the Mexican coast, so I was pretty sure that I'd seen quite a few green flashes. And now I'm convinced.

Earl Whitner  
Formerly of Molly McGuire, a 38-ft cutter  
Modesto

Earl — We don't need no weatherperson to tell us that green flashes are real. But we think what really throws some people is that the 'flashes' vary tremendously in type. We've seen some that were almost like a puff of smoke and others where the horizon slowly turned green, and then the color faded away over a period of as long as five seconds — and weren't really like a 'flash' at all. And, naturally, the intensity of the color green has varied tremendously, too.



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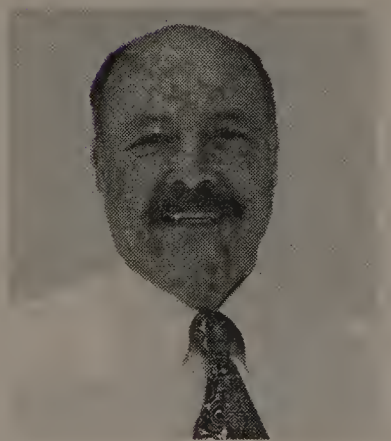
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## LETTERS

### ↑↓FAVORITE WATERING HOLE, ISLAND & MAGAZINE

This photo shows us at Le Select in St. Barth, French West Indies. We were there while cruising aboard the tall ship *Star*



SANDPIPER

Howard and Jan enjoying some of their favorites.

Clipper. It gave us a chance to enjoy a cold Dutch tea at our favorite watering hole, at our favorite island, while scanning over our favorite magazine.

Howard & Jan Foell  
Sandpiper, Voyager 26  
Stuart, Florida

Howard & Jan — St. Barth is our favorite island, too. In fact, we suspect you know that the photo of *Profligate* on the cover of the November issue that you're holding was taken just a few miles from where you were sitting — at Grand Saline, our favorite beach.

### ↑↓MORE ON HISTORY OF L-36s

I recently had the chance to read the May issue article about the L-36 design, and would like to add a bit to the history of that class.

In 1956, my late husband Bob Taylor sailed to Acapulco with Bud Desenburg aboard the L36 *Mistral*. Bob really liked the boat and negotiated with Chapman & Kalijian to build #13, *Vamonos*, for us. (Because of superstitions, several clients skipped #13. Our boat was launched in June of 1958 — along with #22 — at the old Rosen Yard.

In 1961, Bob got a crew together with Bud Desenburg and Les Neufeld, two other L36 owners, that included his son Jim, Ralph Peel and Humphrey Murphy, to sail in that year's TransPac. They won Class D and placed 5th overall. *No HuHu* and *Nomad*, two L36s from Hawaii, were part of that TransPac fleet.

We then lived aboard at the Ala Wai Yacht Harbor in Honolulu with our three kids for a year. They got so big we finally sold *Vamonos* there. But I have to say, some of our fondest and most exciting times were racing and cruising around Newport Beach as well as to Hawaii and Mexico.

We did meet the last owners of *Vamonos* back in the mid-70s when they were getting her ready to sail to New Zealand via Fiji. Alas, they never made it as the boat hit a reef and sank south of Fiji.

While at the Wooden Boat Show at Granville Island, Vancouver, in the late '90s, we saw a Brazilian-built L-36. She was very well maintained and now is based out of Canada.

My husband Bob passed away last December. He'd spent most of his early life sailing here in Newport, and for years Catalina was his favorite haunt. Our oldest son, also named



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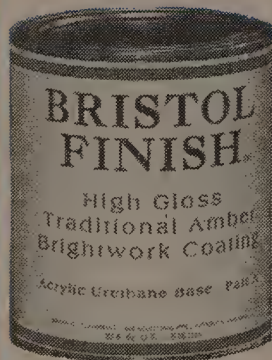
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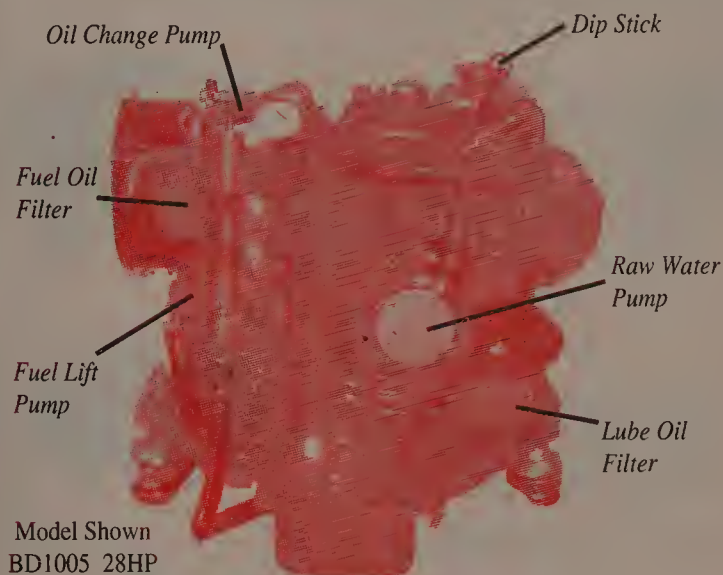
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## LETTERS

Bob, is still sailing. In fact, he's on his fifth circumnavigation! I try to meet him whenever possible, as does my second son, Mike. My daughter Carmen takes every chance she can to do the same.

Carmen Taylor  
Newport Beach

*Carmen — Very interesting info — particularly the business about having a son who is on his fifth circumnavigation.*

### ↑↓YEAH, BUT WHAT ABOUT THE MINIMUM?

We're a Canadian sailing vessel making our second trip south to Mexico.

In the November issue, a cruiser from Coos Bay, Oregon, complained about the high price of propane in the Bay Area. You reported that the Chevron dealer at the fuel dock at Clipper Yacht Harbor sells propane for \$2.50/gallon.

They may charge \$ 2.50/gallon, but when we were kindly driven there by old sailing friends in the area, we were appalled to find that their minimum charge was about \$13.50!

On a positive note, we have enjoyed *Latitude* again and have found several excellent low-cost marinas in the South Bay area. Keep up the good work!

Stan & Lynn Homer  
Homers' Odyssey  
Victoria, British Columbia

*Stan & Lynn — We checked at Hertz up the road in Corte Madera. They sell propane for a little over \$2 a gallon — but once again, it's a five gallon minimum that adds up to nearly \$15. Anybody know of a cheaper place?*

### ↑↓WHY SUCH A TALL MAST?

I was glad to hear that the new 247-ft mega-sloop *Mirabella IV* didn't suffer any major damage when she went aground near St. Jean Cap Ferrat in the South of France. The last few months of television footage showing hurricane damage to boats and marinas in Florida, the Gulf Coast and the Caribbean have left me sickened. It would have been terrible if the brand new *Mirabella* had been severely damaged or sunk before carrying the first of her passengers on \$250,000/week charters.

However, I do wonder why owner Joe Vittoria and designer Ron Holland chose a sloop rig for such a big boat? It seems to me that a schooner rig would have been more sensible for a 247-ft sailboat, for both engineering and economic reasons. Two masts of a more reasonable height would have allowed the yacht to visit ports like New York or San Francisco, which have bridges that limit access to their harbors. In addition, the sails themselves would be a more manageable size.

I suppose the decision to go with a single mast was motivated primarily by a desire to set a world record. But does anyone know what happens to *Mirabella's* mainsail when it's not in use? I would guess that it must be on some kind of in-mast or in-boom furling system, as it would be nearly impossible to drop that much sail onto the boom the way we regular sailors do with our smaller Catalinas.

With *Mirabella's* mast almost 300 feet tall, I wonder what would be involved in making an emergency repair at sea to a failed masthead component or sensor.

Larry Charlot  
Quiet Time, Catalina 25  
Folsom Lake

*Larry — Don't be so quick to assume there wasn't signifi-*



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# LETTERS

cant damage from the 36 hours Mirabella spent on the rocks. Apparently, there had already been some problems with her lift keel, and in order to get the mega-sloop off the rocks, they had to build a gantry on her deck to raise the 150-ton beauty. After that the mega-sloop — which did have one of her two rudders snap off — was taken to a drydock in France for a quick examination, and later back to her builder in England for repairs. We're talking millions of dollars worth of repairs. But owner Vittoria has assured everyone that Mirabella will be in the Caribbean for the winter. We intend to get some photos of her there.

Why did Vittoria decide to build a sloop with such a tall mast? Simple — because it would be by far the tallest in the world, and because doing it would require overcoming major obstacles. Guys like Vittoria live for that kind of stuff. The fact that Mirabella won't ever be able to enter New York Harbor, San Francisco Bay or even transit the Panama Canal gives her all the more cache.

Mirabella's mainsail is flaked on her nearly 100-foot-long boom — pretty much like you flake the main on your Catalina. But here's a difference from your boat: Despite being the highest of hi-tech line, the sloop's main halyard is so long that it stretches too much. So each time the main is raised, it's locked in place high on the mast to take the load off the halyard. Unfortunately, the mechanism has been a little balky, so each time they've raised or lowered the main, a crewmember has had to go nearly 290 feet up — far higher than the roadway of the Golden Gate Bridge — to either lock or unlock the main on the mast.

If you're thinking of booking Mirabella for a week this winter, you'd better have way more than \$250,000. That doesn't include food, fuel, port fees or crew tips. Just to be safe, you'd want to bring along another \$100,000.

## WEST WIGHT POTTERHEADS

The accompanying photograph is of four West Wight Potter 15 sailors — Harry Gordon, Pat Brennan, Dave Kautz and



A group of 'Potter' sailors enjoy a coffee before going out on the Bay.

Rich McDevitt — at Grand Marina in Alameda prior to setting out for a daysail on the Bay. I don't know what they found so funny in the *Latitude* they were looking at, but we all give each issue a good going over.

If anyone sees several small sloops with small cabins sailing around Angel Island, Treasure Island or the South Bay with mainsails that have a large roach, and with skippers with big grins, the boats are probably WWP15s.

We all would like to join the chorus of disgust over the CARB jerry jug spouts. If they aren't jammed, they splash gas all over the place. We hope your agitating will make some headway in Sacramento.

Don Person  
Northern California



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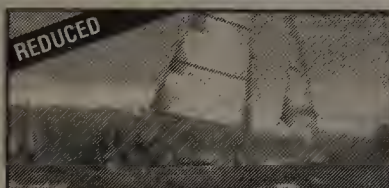


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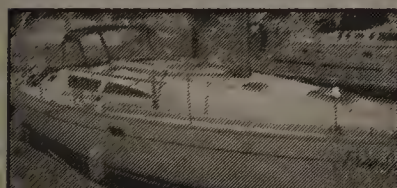
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Chris Corlett • Allison Lehman

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## LETTERS

### ↑↓DON'T BE SURPRISED IF THE CAR BLOWS UP

Dave Kovacs may have had good luck with the new CARB fuel jugs, but we older sailors can't maneuver the new jugs like the old jugs. But my biggest complaint is how dangerous the new jugs are, because they leak. I routinely put a jug of fuel in the back of my truck, strapping it in so I don't have a portable bomb. While driving, we suddenly smelled gasoline. I was scared to death that I'd broken a gas line in the engine compartment. We stopped the engine and carefully raised the hood, but there was no gas smell there. Looking in the back of the truck, I discovered gasoline all over the place from the jug! I know I had tightened the lid up when I strapped the jug, so I was surprised that it leaked. It turns out that the air temperature change had air caused the gas to 'pump' out through the lid because there is no vent. Mind you, the jug was only two-thirds full. I can only warn the Mr. Kovacs of the world — who might put such a jug in their car trunk — that they shouldn't be surprised if their car blows up. All these jugs should be recalled. It will be much cheaper than if someone is burned to death.

Douglas Drake  
Golden Hinde  
Alameda

### ↑↓THE DUMBEST ENGINEERING STUNT EVER

I bought several of the CARB fuel jugs for my trailerable sailboat, and, despite extreme care, fuel shoots everywhere when I try to use it. Fuel also leaks out of the jugs when I change altitude. Those CARB fuel jugs are probably the dumbest engineering stunt ever pulled.

Tom Jenkins  
June Lake

### ↑↓MY SOLUTION TO CARB JUGS

I purchased three five-gallon CARB fuel jugs at West Marine before bringing my boat up from Long Beach. I had never used the new style of cap before attempting to add fuel while motoring up the coast. If any EPA officials had watched the antics of my pouring fuel into the tank for the first time, there would have been a fine involved. So from then on I siphoned fuel from the jugs into the tank. Although this required my 'drinking' some diesel, the results were much better for the environment.

My suggestion is to use 'utility jugs' — which can't legally be sold as fuel jugs in California. Those of us more concerned with the environment than stupid laws might be able to find an alternate uses for these jugs, which are available for many racing supply outlets.

Mark Wieber  
Northern California

### ↑↓FIVE GALLONS OF DIESEL INTO THE BAY

I don't think the CARB jerry jugs with the special spouts are dangerous to safety — but they certainly are dangerous to the environment that they were meant to protect. We generally refuel our boat from five-gallon jugs. I recently had to do it alone, and was unable to find one of our old fuel jugs. So I bought one of the new ones with the fume-proof spout. The placement of the fuel opening on the deck of my boat required me to hold the jug outside the lifelines while fueling, something that wasn't necessary with the older, flexible spouts. And the design of the new spout requires that it be inserted several inches into the opening while the jug itself is held straight upright. But when the 40-lb jug I was trying to hold straight and steady slipped a bit, the new spout broke cleanly off the



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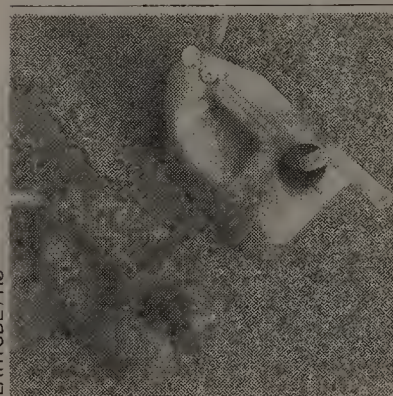
## LETTERS

container! How many fillings with the old spouts do you think it would have taken to equal the air and water pollution caused by my spilling of five gallons of diesel into the Bay?

Name Withheld to Protect the Honest  
Northern California

### ↑↓ FILLING TANKS SLOSH BY SLOSH

A tip for West Marine's Chuck Hawley. I don't know about burping CARB jerry jugs, but there's a simple solution to prevent making a mess when pouring fuel from an ordinary, non-vented jug.



**CARB containers like this (on left) are the only jugs that men don't like!**

West Marine sells three nesting funnels for under \$4. Put the biggest funnel between the two tanks. Add one slosh to the funnel, and then *wait* till the fuel drains into the lower tank. Fill that tank slosh by slosh, and you won't spill a drop.

On another subject, I have a grandson in the Marines, so I feel for the soldier in Iraq who wonders about having his boat in Alameda worked on so he can sell her. I'm not going to point fingers at any specific salespersons affiliated with any particular brokerage, however, this young Marine is potentially in the same position as an absentee landlord whose house in Tahoe is in the hands of a rental agency. Both owners should take any statement about needed repairs with a grain of salt. I have had personal experiences on which to base this opinion. I think the soldier's wisest course of action would be to get an independent second opinion.

An owner may be told it is *optimum* to have the rigging changed every 10 years, but a potential buyer might prefer a careful inspection. Then if, for example, unwrapping the spreader ends revealed no hidden corrosion, or if there were no micro cracks in the fittings, he might choose to postpone the rigging change until he had recovered from the initial expense of the purchase. It's a win-win situation for buyer and seller.

Malcolm Sowers  
Sinaloa, Mexico

### ↑↓ I FIND IT EASIER TO USE THAN THE OLD-STYLE JUGS

I have found the new CARB fuel jugs to work very well. I'm using a one-gallon jug to fill my 3-hp outboard. Here's my technique: The filler should be held straight up, then down and pressed into the tank — at which point the gas will flow until the tank is full. Once it's full, it cuts off on removal of the container with just a couple of drops of fuel spilled. I find it easier than with an old-style fuel jug with a gooseneck spout. It may not work as well if the spout is held at an angle rather than vertically, and I did have to read the directions to figure out how to do it.

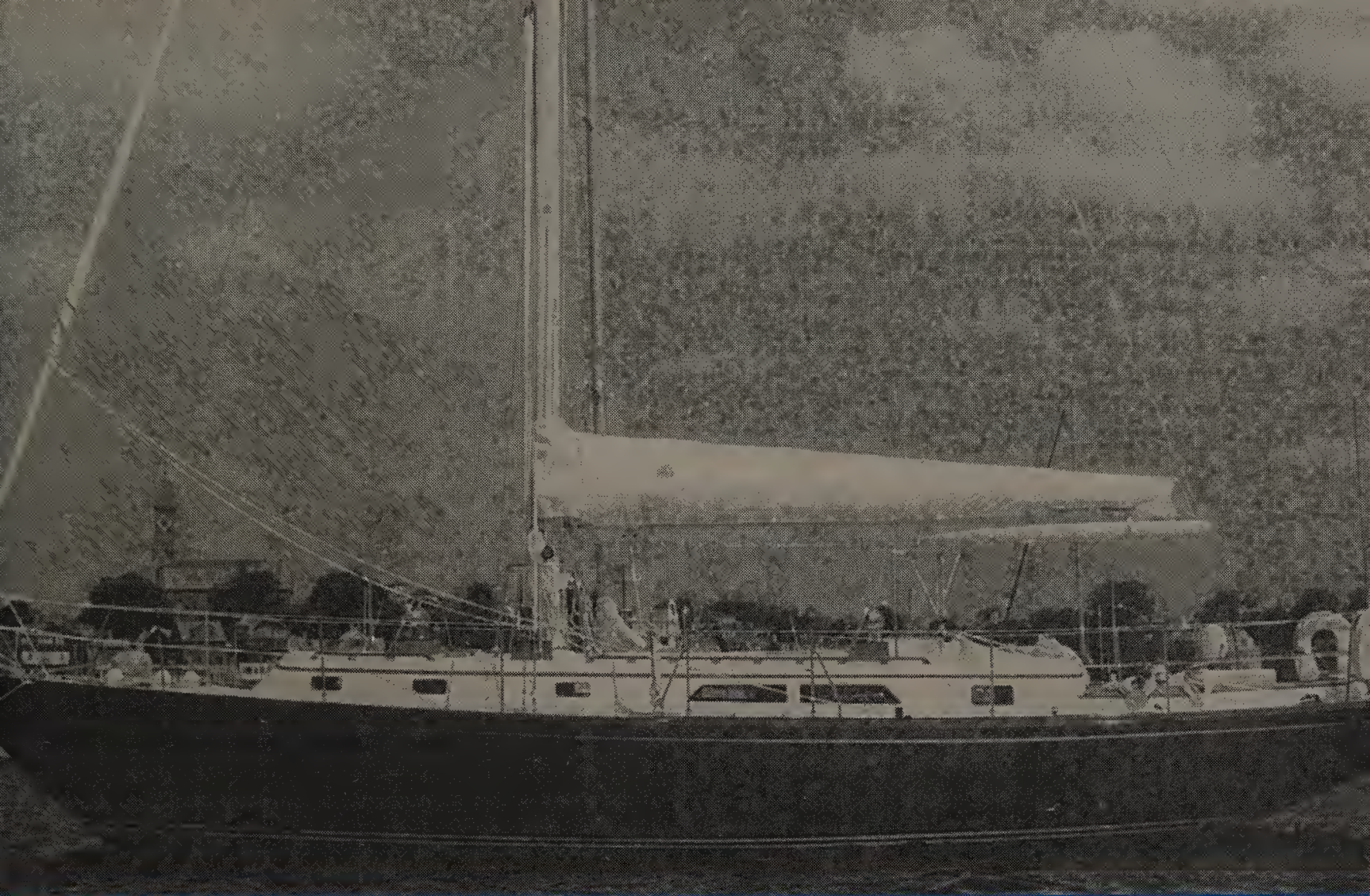
Mike Wainfeld  
Regalo, Cape Dory Typhoon

Mike — We're relieved to find that somebody likes the new fuel jugs an improvement, but you're in an minority.

### ↑↓ THESE SPOUTS SHOULD BE PROHIBITED

I am writing regarding the 'safety spouts' required on all





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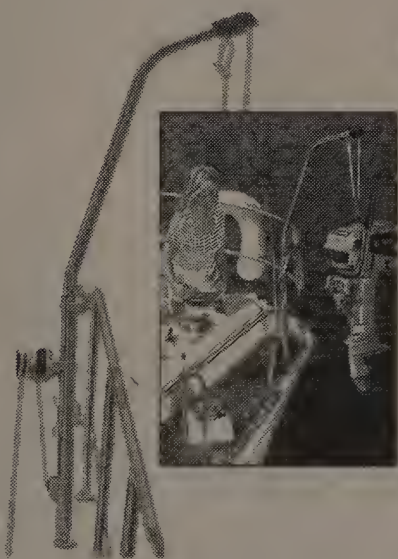


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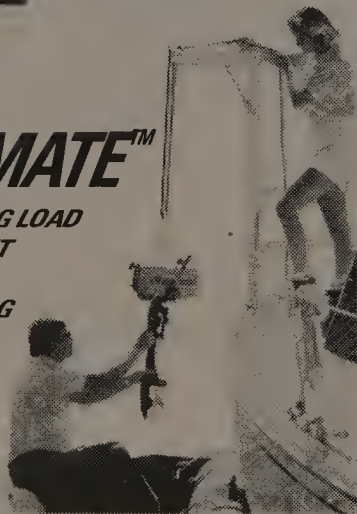


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## LETTERS

fuel jugs purchased in California. My boat has an approved deck fuel-fill with a 1.5-inch fill hose. The hose drops directly into the fuel tank without bends or obstructions. I have stopped using the 'safety spouts' because every time I've used one, it's splashed back or overflowed. The only method I've found to minimize the splashing and overflow is to retract the spout every three to five seconds. The problem with the spouts is that they do not allow fuel to fall vertically, but discharge at a 90 degree angle. The spouts discharge more fuel than gravity can force downward, which results in fuel climbing up the fill hose, and onto the deck, and into the water. I have similar problems trying to fill my portable generator. These spouts should be prohibited rather than required. Thanks for your interest in this important safety issue.

Doug Bell  
Pleasanton

Readers — Dennis Goodenow, who is the head of monitoring for the California Air Resources Board admitted to us that the CARB jugs are causing well-intentioned people to splash fuel all over the place. "We passed the regulation to require them in late '99, and nothing but those jugs could be sold in California after 2001. But because of the splashing problem, we're revisiting the regulations and working with the jugs' manufacturers on a solution. It's not an easy problem to solve."

Until CARB comes up with a better solution, we think it's safer for users and better for the environment to use the old-style jugs — even if you have to buy them out of state.

### ↑↓ ON A VERY GOLDEN POND WITH 'GIRLY SAILORS'

Last summer, my wife's three brothers and their wives came to visit us at our home in Los Gatos. While there, the girls decided to go shopping, so I suggested that the three men join me for a day's sail on the Bay. The thing that makes this story interesting is that all of us were over 70 years old. Except for a bypass, a hip replacement and other assorted minor ailments, we were all in pretty good shape. We had no trouble sailing from Alameda to Sausalito for lunch and back.

I have often wondered if we didn't set some kind of record for a cumulative age for a sail on the Bay. Are there any of your readers that can beat a sail with a crew totaling 296 years on one boat at one time? By the way, this was accomplished aboard my six-ton bulletproof Rawson 30. How safe can you get? We were planning to make this a yearly event, but better judgment tells us we would be wise to speed up the timetable just a bit.

I just finished — again — reading Joshua Slocum's *Sailing Around The World Alone*. Talk about iron men on wooden ships, he makes most of us modern sailors with all of our electronic gadgets look like 'girly sailors'.

Larry Brown  
Rawson 30  
Auburn

Larry — If our calculator isn't broken, the four of you average 74 years of age. So we'll ask our readers if anybody has gone out with a group — minimum of three — who had a higher average age. Believe it or not, we think you four are going to be relative whippersnappers before it's all over.

### ↑↓ WE HAD COMPLETELY MISJUDGED THE MAN

As an avid reader of *Latitude* and a veteran of the 2000 Baja Ha-Ha, I really enjoyed the interview with Mike Harker.

The day after the Ha-Ha awards ceremony, my brother



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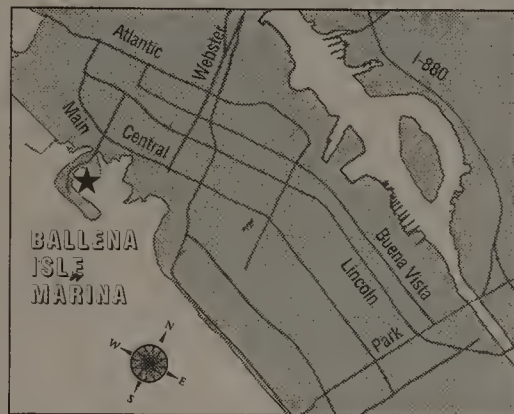


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## LETTERS

and I doublehanded *Sabrina* up to La Paz and anchored near the dinghy dock of the so-called Virtual Marina. Soon a nice boat arrived and the skipper yelled over, "Is this an OK place to anchor?" We assured him that it was — and before long became acquainted with Mike Harker.

A few days later, Harker suggested we all go to lunch together, so we met him at the dinghy dock. As we were walking up the ramp, we heard a commotion and cursing behind us, and saw that Mike had slipped on the wet, always moving, dinghy dock. During lunch, he explained that he had bad wheels and that his legs were numb from the knee down. Sensing that it was caused by a childhood accident or disease — rather than a hang-gliding accident during adulthood — we politely didn't inquire further.

Harker told us about singlehanded up from Cabo, and we were impressed because we'd hit bad weather in the Cerralvo Channel. In fact, Allan of *Wind Dancer* had to be rescued by the Mexican Navy after his engine had gotten swamped. In any event, Harker proceeded to admit how little sailing knowledge he had, and informed us that he was looking for crew for the trip to the mainland. My brother and I were a team — as were most people at the time — so we weren't interested in jumping ship.

Nonetheless, we continued to talk to Harker daily, and the more he talked, the more we wondered how he ever made it to Cabo — much less La Paz. Between ourselves we said that we hoped he found some crew with more experience than he — or we'd soon be reading a *Latitude* article about *Wanderlust* being lost at sea. After a week, we said good-bye, as we headed to the islands north of La Paz.

Only now, after reading about Harker's physical travails and his subsequent 24,000 ocean miles between Malta and the Marquesas, do we realize that we had completely misjudged the man. I can't decide whether I'm more in awe of Mike because of his superb seamanship, his reckless courage, or his perseverance in overcoming his injuries.

Incidentally, we thought Mike was German because he referred to so many things European — and even had a slight accent at that time. It never occurred to us that he was a California native because he never talked about anything other than sailing and the Ha-Ha. But, jeez, after seeing pictures of the alluring crew he attracted, I should have abandoned my brother and *Sabrina* and gone with Mike.

Byron Corley  
*Sabrina*, Rawson 30  
Fremont

Byron — We don't think you misjudged Harker, because at the time he saw no need to tell people about the hang-gliding accident, and because back then he really was a novice at sailing. However, maybe you did underestimate his potential for becoming a fine offshore sailor.

But that's hardly anything new. Each year before the Ha-Ha, we always get a whiny letter or two from cruisers in Mexico complaining that a bunch of the new people coming down in

MIKE HARKER

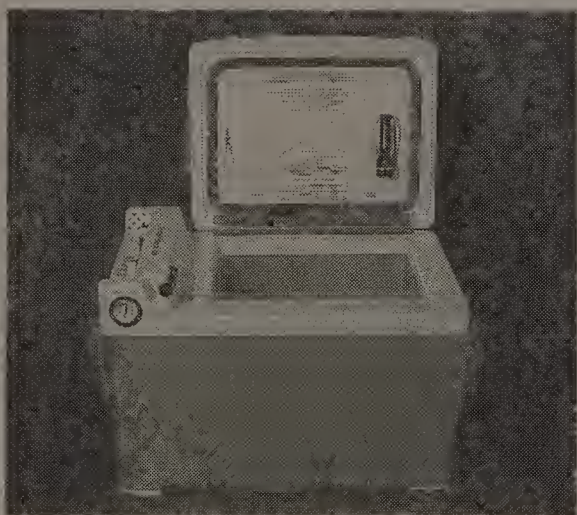


*If Byron had abandoned his bro and gone with Harker, he might have had some lovely shipmates.*

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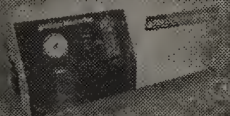


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## LETTERS

*the Ha-Ha aren't very experienced. It's a silly complaint because everybody — even the Paul Cayards, Ellen MacArthurs and John Kosteckis of the world — had to start somewhere, and because there is nothing to stop the smart and enthusiastic ones from becoming very fine sailors in short order.*

*Indeed, we think one of the great lessons of Harker's story is just how quickly a dedicated person can become good at something — and not just sailing. It ought to be an inspiration for everyone to tap into their own potential.*

### ↑↓MEDICAL HELP IN THE HA-HA

For the record, the other physician — and crewmember on *Jellybean* — who came to the aid of Phil Hendrix during the Ha-Ha was Dr. George Rab, Chief of Orthopedics at UC Davis School of Medicine.

Subsequent to helping Mr. Hendrix, *Jellybean* received several calls for medical advice and assistance. Some lessons from these calls: 1) Everyone who sails offshore should take a first-aid course. 2) Scopolamine — the active ingredient of TransdermScop — causes eyes to dilate, so you have to wash your hands after you touch a patch and before you touch your eye. (Protect your eyes from sunlight for 12-24 hours if they dilate, just like you do after an eye exam). 3) Oral rehydration is the best way to treat dehydration from seasickness or diarrhea. Beer washed down with plain water is a good oral rehydration fluid. Take one to two bottles of water for each bottle of beer, and add a half teaspoon of salt per bottle



*The docs are 'in' — Marlene and Roy.*

if you are really dizzy when you stand up. 4) Wounds generally stop bleeding with pressure. They usually heal OK if washed twice a day with soap and water and are kept as dry as possible between washings. Volunteer to do the dishes unless your crewmates object. And 5) If you need medical care frequently, carry extra medicines and supplies for your condition. Talk this over with your doctor before going.

I want to thank all who offered the use of their medical supplies. And thanks also to you, the crew of *Profligate*, and many others on the Ha-Ha for all sorts of help and an especially good time.

Roy Verdery, PhD, MD

*Jellybean*, Pearson 36, Winners of the 'Chataholic' award  
Sausalito / Puerto Vallarta

*Roy — Thank you for the kind words — and for the medical assistance you and your friends gave to the fleet.*

### ↑↓WOULD THE GOVERNMENT EVER SHUT DOWN GPS?

I've been on the sailing scene for the past 50 years. I currently own an old wooden ketch that, in the 33-years I've owned her, has taken me all over the Pacific. Most of my long-distance voyaging was done in the '60s, '70s and '80s, which was before the advent of common satellite navigation. For most of us, celestial navigation was the only option. I taught many people the skill around my chartroom table over the years until GPS eliminated the need for it.

Recently, I have started teaching small groups again be-



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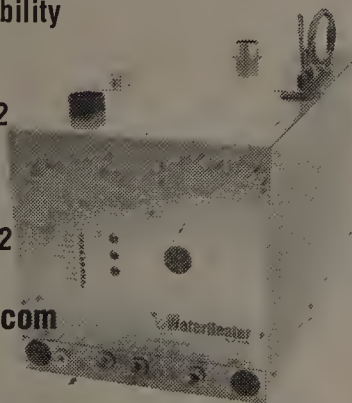
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## LETTERS

cause of an apparent resurgence of interest in celestial navigation. I'm sure the reason is because these are such uncertain times, and in case of a national emergency, the GPS system could be pulled offline. My purpose in writing is to inquire if you have any information regarding such a possibility. One thing is for sure, if that happened, most of the cruising skippers I know would be in real trouble if the shutdown happened while they were at sea.

Bill Corley  
Evening Star  
Monterey

Bill — In December, the White House announced they wanted a plan formulated to shut down the GPS system in the case of a national crisis. So yes, it's certainly possible. However, once the European GPS system becomes operational, it won't seem as though there would be much point.

### ↑↓WHICH 'M' CLASS YACHT WENT UP AT YELAPA?

You wrote that Yelapa was the breakup site of one of the three M Class sloops ever built. I remember *Pursuit* and *Patolita*. What was the name of the third M Class vessel, the one that dragged onto the beach at Yelapa and broke up?

P.S. Please don't call the island off Two Harbors 'Bird Shit Rock'. After all, it's ours.

Bob Bailey  
Ranger 33  
Pasadena / San Pedro

Bob — We're not sure that we ever knew the name, but we're certain one of our readers will know.

### ↑↓I'M UPSET ABOUT OUR LETTER BEING PUBLISHED

In the November issue, you published a 'letter' from my husband and me about the current situation at Puerto Escondido. Unfortunately, I did not write that letter for publication. I'd written it as a personal note to a friend who had previously cruised in that area and who I thought would be interested in a quick report on the area. I can only assume that he inadvertently forwarded it to you, and did not intend for it to be submitted for publication. I have written various articles in the past for several cruising publications — including *Latitude 38* — and I'm upset about this letter getting published.

First, while I don't think there is any untrue information in what I sent out, I did not double-check any of the 'facts' — as I would have in an article intended for publication.

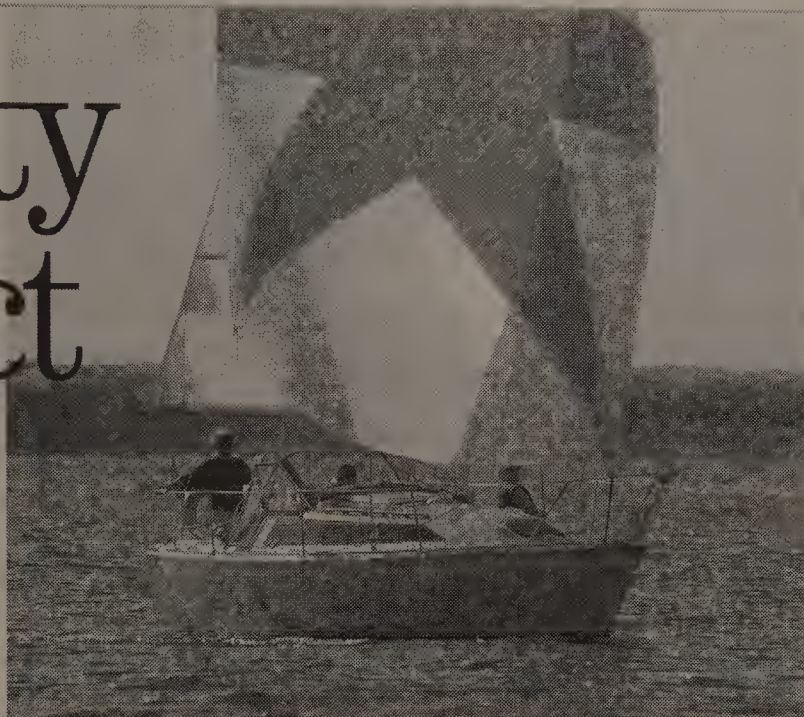
Second, the publication of my comments on the situation with Willie's, the store at Tripui, and Driftwood, can't make things any better for them, and may divert some cruisers from going there on the assumption that things are worse than they are, thus perpetuating the problems.

Third, I'm afraid that members of the Puerto Escondido community will be highly upset by my 'publishing' information without double-checking the facts with any of the parties involved — especially as negotiations are ongoing. (I only repeated what I heard on the net, nothing from private conversations.) Had I written an article for publication, I would have done far more to ascertain exactly what was going on at the time that I wrote the item, instead of relying on second-hand reports. I also would have emphasized far more strongly the fluid nature of the situation, and that proposals and counterproposals were being made daily.

Finally, anything that I have intended for publication has been sent directly to the magazine, and has included a state-



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## LETTERS

ment that it was being submitted for publication. Yes, I am submitting this letter to you for publication to make readers aware that the letter was not written for the magazine, was not intended to be published, and may contain inaccuracies.

Dave & Carolyn Shearlock

*Que Tal*

La Paz, Baja California Sur, Mexico

*Dave and Carolyn — We're extremely sorry. We get scores of emails each day, and, naturally enough, we assume that, unless otherwise specified, the material is for publication. But sometimes we get tripped up, as it's not always clear that people are forwarding reports from other people — as was apparently the case with your letter. If any report seems controversial — 'the harbormaster at Port Whoppee is an axe-murderer' — we obviously do a lot more checking. But the report on Puerto Escondido seemed innocuous enough — although it obviously wasn't to you. Again, our apologies.*

### ↑↓THEY'RE ANGRY AT THE WRONG PEOPLE

It's unfortunate that Don and Mary Lou Oliver weren't more thorough when they obtained the mooring rules from the Angel Island Association website, for if they had been, they wouldn't have written their *Unfair That Only Some Pay For Their Buoys* letter in the December *Latitude*.

Their charges against the Angel Island Association are completely without merit, for it has nothing to do with formulating or enforcing the docking and mooring rules in Ayala Cove. The Angel Island Association is a nonprofit organization that helps fund Angel Island State Park by supporting the work of volunteers. It provides docents for historic sites, conducts tours, and man's the gift kiosk. It is not involved in any way whatsoever with the island's docks or moorings. The information as to mooring rules and fees is on the Association website as a courtesy to the public, nothing more.

The rules for the use of the docks and moorings in Ayala Cove are the direct responsibility of the California Department of Parks and Recreation. The rangers who enforce those rules and regulations are employees of the California Department of Parks and Recreation.

John Soennichsen

Historian

Angel Island Association

*John — Thank you for clearing that up.*

### ↑↓THEY HAD NO PICTURES OR MATERIALS OF ANY KIND

Our arrival at Turtle Bay during the Ha-Ha was just wonderful, as we were greeted by a panga with several locals who offered their services — a ride to town, fresh water, trash disposal — at reasonable prices. We declined their services for the moment, but in my limited experience, I inquired about the local school, because we had some books to give to their first-graders.

My first-graders at Branch Elementary School in Arroyo Grande, California, had each made three books — for a total of 60 books — to give to the students in Mexico. The text of the books was written in English and Spanish, and were on the topics of colors, numbers and body parts. The books were laminated so they would last many years. We also purchased many new popular children's books to give to the Mexican students.

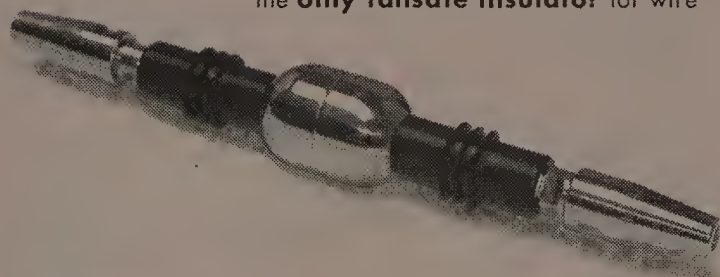
The next morning Miguel, one of the locals, picked us up and took us to the school. As we entered, we could see that it was a place valued by the community, as it was clean and in

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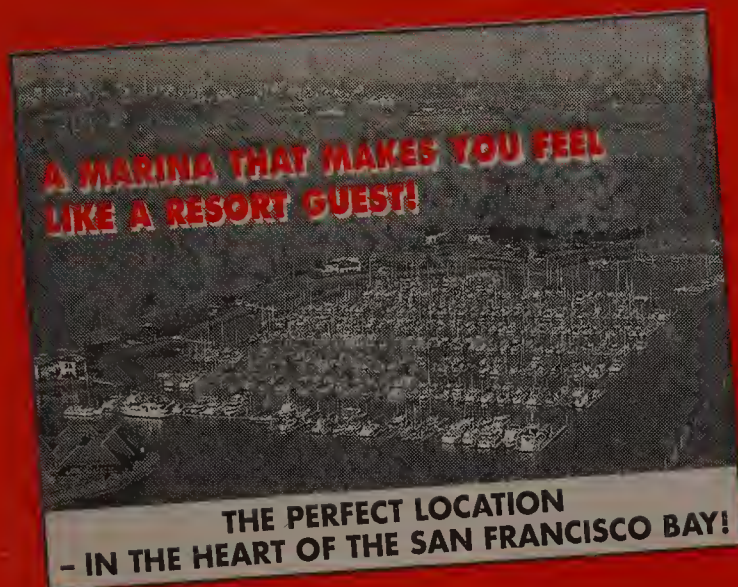
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## LETTERS

good repair. First, we passed by a classroom of what I guessed were third and fourth graders, who were working in a traditional classroom setting with desks in rows facing the teacher up front. The older students, fifth and sixth graders, were outdoors and segregated for physical education. The boys were playing *futbol* on the soccer field and the girls were line dancing to music played on an old phonograph in the schoolyard.

We found the youngest students in a rood with a small stage, chairs lining the walls — and nothing more. They had no pictures or classroom materials of any kind. When we presented the students with the books, they were very curious, polite and happy. The shyness the children demonstrated in school was in great contrast to the assertiveness they displayed on the docks and shore before and after school — when they tugged at our clothes and asked for candy. The school had a calm and orderly environment.

The students wear a uniform consisting of a school T-shirt and pants for boys, and skirts for the girls. Compared to California schools, there was a dramatic lack of outdoor play equipment. Next door to the school was a kinder school with large paintings of Disney characters on the exterior walls. It was difficult to determine the extent of resources available to the students in Turtle Bay, but I if were to ever return, I would definitely bring school supplies to give away.

Kathy Metcalf, Crewmember  
Seamanship, Beneteau 473  
Pismo Beach

Kathy — Thanks for the report. It's impossible to go wrong bringing school supplies to Mexico. Students, particularly in small towns, need all the materials they can possibly get. A tip of the Latitude hat to you for trying to make a difference!

As for continuing education, your skipper John Semon, a retired physics teacher, has promised to explain how to measure acceleration to the Wanderer. We never picked up the concept during our 11th grade Physics class at Skyline High School in Oakland, as we were continually being distracted by some of the female classmates.

### ↑↓THE WRONG BOATS FOR THE CONDITIONS

I thought the following might be an interesting footnote in the ongoing reorganization struggle of the Department of Homeland Security.

The place is Maalaea, Maui, Hawaii — which happens to be one of the windiest places in the Hawaiian Islands. The Coast Guard has their Station Maui located in the Maalaea Harbor, which is on the lee side of the island. Today was a typically windy day — which for here means 30- to 45-knot winds with gusts to 50 knots. The surface of the water is white with foam, and it's hard to stand straight up on land.

We were hanging around in the lee of some trees, and I asked some locals if there was a Coast Guard station on the windward side of the island. Nobody knew, so my curiosity led me to Station Maui so I could ask myself.

The Coasties greeted me, and we swapped high wind stories. I asked them if they had another station on the north side of the island, and they informed me that they did not. Any problems on the north side of the island were handled by chopper or a C-130 out of Pearl Harbor. That's all right, I guess, but I don't want to get in trouble on the north shore.

Boom — a big gust of wind hit the building. "Geez, I guess with this wind you guys are on the edge of your seats with all of these charter boats out there in this big breeze," I said.

"Na," replied a radio tech on the switchboard. "We can't go out in this stuff because our boats aren't safe in these condi-

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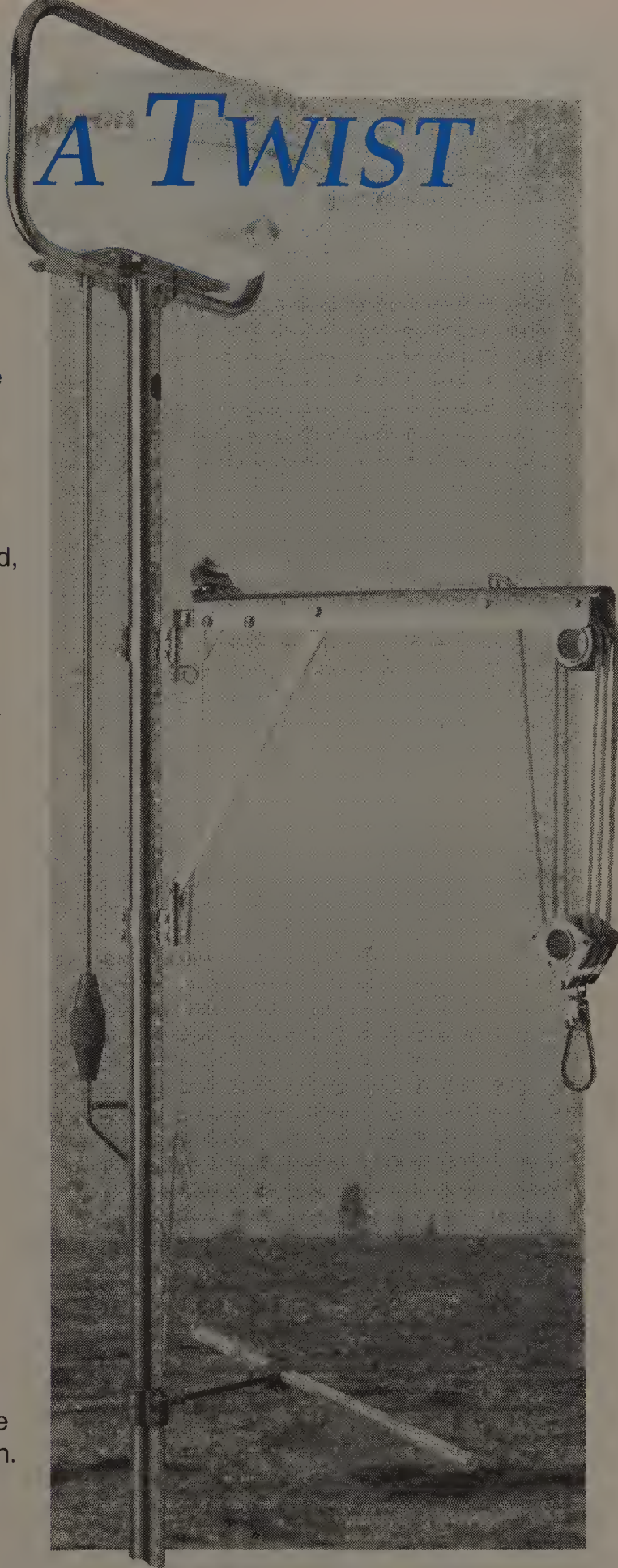
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## LETTERS

tions."

"What exactly do you mean, sir?" I asked, stunned.

"What we need here in Maui is one of those beefy 44s that they have on the West Coast. We need to be able to go out into the channels and deal with the conditions that exist there. Just the other day we were on patrol in one of the channels and got the bow blown off one of those small ones out there," he said, pointing to the parking lot where there were three new aluminum patrol boats. It was very impressive, as the boats looked clean and well-maintained.

"So why do you have the wrong boats for the conditions here at Station Maui?" I asked.

The Commander of Station Maui looked a bit frustrated, and told me that, "We put the proper request in for the right boat, but somewhere in the chain of command our request was overruled and we got more of what we didn't need."

To paint a picture of the potential disasters that Station Maui could encounter, one needs to understand the weather and sea dynamics associated with the huge marine tourist industry here. Every day thousands of tourists are at sea, either on dive boats, whale-watching boats, sailing adventures or fishing trips. The weather can be benign, or it can be nasty with winds above 40 knots and seas over 18 feet. The currents are strong and steep waves make conducting rescues very hard. If just one of those charter boats were to have problems and either capsize or sink when the conditions were difficult, quick and effective rescues would be marginal at best, given the boats the Coasties have to work with.

As a taxpayer on Maui, I am a bit pissed off that the protection of the citizens here has been compromised by upper level Coast Guard mismanagement. If the Commander of Station Maui is right, and they've got the wrong boats despite their request for the proper ones, then someone needs to answer quickly before the Court of Inquiry needs to ask the same questions after a botched rescue and human tragedy.

Jonathan Livingston  
Punk Dolphin, Wylie 38  
Maui, Hawaii

*Jonathan — If "typical conditions" in the lee of Maui are indeed 30 to 45 knots, with gusts to 50, and 18-foot seas — and we're not sure that isn't a bit of an exaggeration — we think the negligence is not so much due to the Coast Guard not having the right rescue boats, but that they allow "thousands of tourists a day" to be exposed to such extreme conditions. Indeed, we were a little gobsmacked — new word for us — to see a feature in the August '03 Sailing magazine showing one of the Conser 47 Paragon charter cats out of Maalaea hitting 31.8 knots with guests aboard. That seemed like pretty extreme sailing for the general public. As such, we weren't all that surprised when less than six months later one of the Conser 47s flipped with passengers aboard.*

According to published reports, the 47-ft Paragon left Maalaea at 8:30 a.m. on March 8 with small craft warnings posted. During the cruise, the winds reportedly built to as much as 50 knots with seas to 12 feet. Some passengers were a little nervous, but others were comforted by the fact that the crew didn't bother to pass out lifejackets. Then the cat sailed up a big swell, which allowed the wind to get under her, and she was flipped. With the captain and crew apparently injured, it was pretty much left to passenger Scot Smith, an 18-year veteran of the Gilroy Police Department, who had been thrown off the front of the boat, to rescue seven passengers who were trapped inside the cabin. Some had as little as six inches in which to keep their heads above water, and figured

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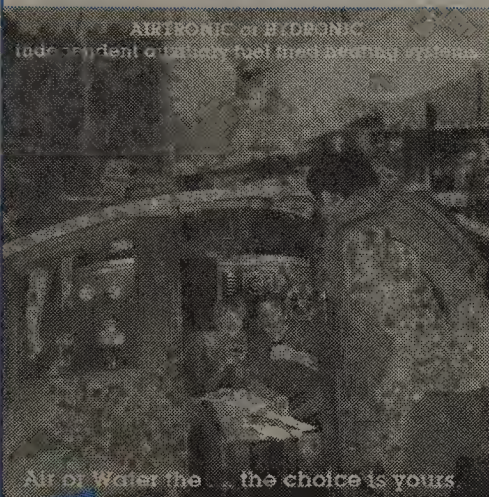
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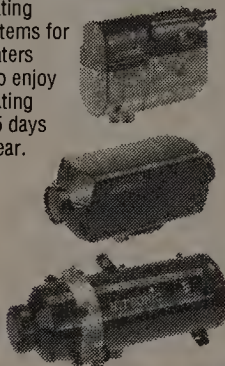
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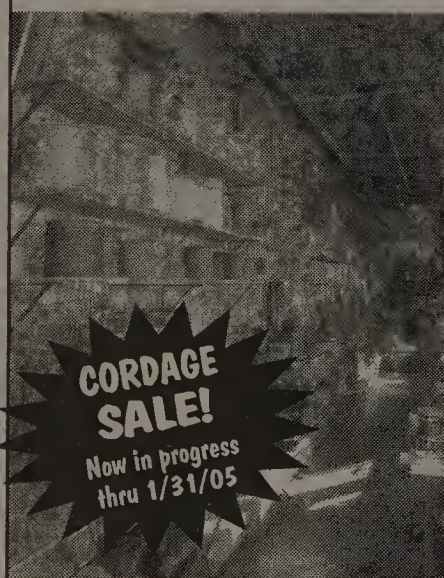
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## LETTERS

they were going to die. It took Smithee three dives to find a clear path by which the passengers could escape, and he guided them out one by one. He was the hero. Once everyone was safe on the trampoline of the overturned cat, things were fairly stable. Nonetheless, the captain warned that they had to steel themselves to the possibility of having to spend the night in that situation. Fortunately, he was wrong. The EPIRB had gone off automatically, and before long the Maui Fire Department helicopter was overhead, directing a charter fishing boat to rescue the passengers.

If honeymooning vacationers on Maui are being taken out in conditions such as those during Paragon's flipping, we absolutely agree that, at the minimum, Station Maui needs more suitable rescue vessels. Of course, that raises a further interesting question, which we're going to pose to you. Given your conviction that Maui has a lack of adequate rescue boats to protect charter guests, should the Maui marine tourism industry be shut down until the Coast Guard can get adequate vessels for Maalaea? Before making your decision, you'll want to take into consideration the fact that your wife — if we remember correctly — is an employee of the Maui marine tourist industry, and that she and all her fellow workers stand to be out of work for perhaps a year or more. On the other hand, you probably don't want to be accused of putting 'profits before people' either, particularly if there was another incident in which guests were perhaps killed. And would your decision be any different if budget restraints meant proper support boats couldn't ever be acquired for Maalaea? Being a critic is simple. Having to make decisions that directly affect livelihoods and lives is difficult.

### ⚠️ BEWARE WHEN RETURNING FROM MEXICO

I returned from a trip to Mexico with our boat awhile back, and had a major go-around with U.S. Customs.

When I arrived at the Customs Dock in San Diego, all started out as usual. However, after the Custom's guys stomped around our boat in their hob-nailed boots and confiscating two apples from Von's, I was asked for proof that I had paid the import duty on our boat — which had been built in France. Since this was my 11 time clearing Customs, you think they would have asked for this proof before. Since I didn't have the necessary proof with me, they confiscated my boat's documentation papers — and told me to report to their office on the cruise ship dock within 24 hours with Customs form #7501.

When I got home, I found my form #7501 — and thought what a smart guy I was to have and be able to find the form. So off I went to Customs the next morning to retrieve my documents. There was a cruise ship in port, so I had to park about two miles away. That was just a minor problem because when I got to the pier, I was told the only people who could go on it were people whose names were on the cruise ship's manifest! After a few phone calls, Customs must have decided that I wasn't a terrorist and cleared me to go on the dock.

I arrived at their stand-up office to find four people ahead of me. There were three other captains in the same situation as I, and a little old lady who had come to get her cats cleared into the country. I got the idea it was going to be a bad day when she handed in her paperwork, and was told that since her visit to them the previous day, the information they needed in order to release her cats had changed!

One of the captains stomped out of the office, muttering to himself — and all within hearing range — that it was all harrassment and that nobody in the Customs office knew



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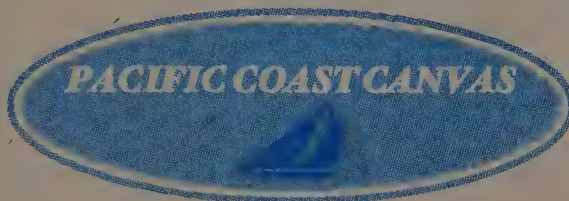
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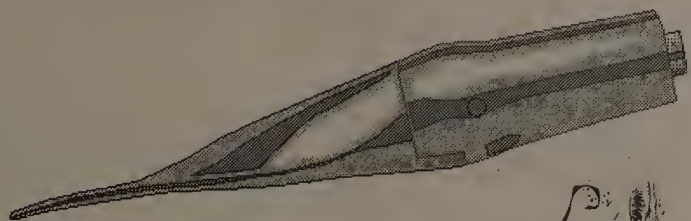
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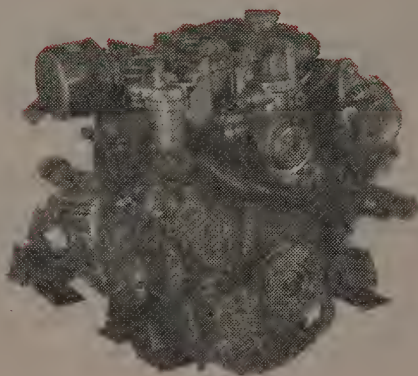
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what they were doing.

Another captain was having a go at resolving his problem. It seemed that he was the third owner of his boat, and he was trying to find out what documents the officials needed to solve the problem. They agreed to talking with the original broker and getting his affidavit that the duty had already been paid. So the guy got on his cell phone and got connected with the person Customs needed to speak with. Meanwhile, the Customs woman had excused herself, saying she'd be right back. When she hadn't returned in an hour — and with the guy still waiting on the other end of the line — this skipper stomped out, too.

Having taken it all in, the third captain said, "To hell with this!" He split, too.

By this time the cat lady has become furious, and is pounding on the counter in anger. With the arrival of three burly officials, the woman calms down. Fortunately, one of the officials realizes that she doesn't have all the documentation necessary, and clears her cats in.

That left me standing before the lady Customs official. I handed her my form #7501 and asked to get my boat documentation back. She smiled sweetly, took my document, and disappeared. For one hour I waited with nobody in sight! I finally cornered a Customs guy going into the office and asked him to find out what was causing the delay. After all, I'd only paid for two hours on the parking meter and I was already over that. He returned to say they were 'working my problem' and that I should go feed my meter.

I made the round-trip trudge, and when I returned to the office found myself standing all by myself again. When another Customs officials entered, I cornered him also to find out what was going on. Same response! By this time I'm so mad that I had to restrain myself or I would have ended up in jail. After three hours of waiting, the three Customs clowns returned, and I was livid.

"Because of 9/11," they said, and "have to be ever diligent".

I exploded and used words like stupid, incompetent, rude, evil, girlie men, manly girl, and so forth. If they were so worried about security they should be out doing something other than studying my document for over three hours and not communicating with me. What was the problem? It seems they couldn't make out the name of the official who had signed my form when the duty was paid — six years before! So they were checking to make sure the guy who signed it was a valid official! That caused me to fire off another couple of rounds. But I did get an apology from the Port Director — while the officials just stared at me.

I have met the enemy, and he is us! I'm still made as hell wondering who trains and supervises these people. Sorry to burden you with my rantings, but I'm upset that this is our last line of defense.

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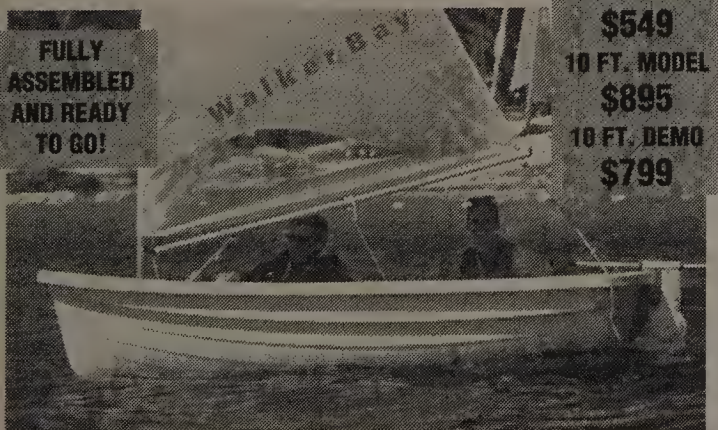
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## LOOSE LIPS

Ron's intentions.

Spotted on a Sonoma County bulletin board:

*I've had several amusing calls, surprisingly all from women, looking for a Sex Tent (whatever that would be). So just to let anyone know, I'm selling a SEXTANT . . . specifically, a Davis Master 25 sextant, in its case, in near new condition. Cost \$400 new; sell for \$95. Ron, 528-XXXX.*

Top 10 resolutions.

Here are the Top Ten New Year's boater resolutions, as compiled by the BoatU.S. Foundation. Some of them aren't exactly sailing related, but, well, there wouldn't be 10 if we took them out.

1. Teach a child or friend how to sail, or introduce them to boating.
2. Check your flares, fire extinguisher and other safety equipment to be certain it's in good condition and up-to-date. The U.S. Coast Guard Auxiliary and U.S. Power Squadrons offer free vessel safety checks that can help identify these or any other potential problems.
3. The next time you go fishing, experiment with circle hooks. These fish-saving hooks will save an angler's excitement of the catch for another day — perhaps that angler may be your own child.
4. Familiarize yourself with an online weather service so it becomes a routine part of your pre-departure planning. Knowing potential conditions before you go makes float planning easier.
5. Fuel up your boat without spilling a drop overboard this entire season and contain engine room drops and spills with bilge pads and socks. The cumulative effects of a little drop here and there can add up.
6. Purchase and wear an inflatable lifejacket. Being comfortable in your lifesaving, personal floatation device means you will use it.
7. Tune your engine. An engine running at top performance can drastically reduce harmful exhaust or oil emissions and you'll get more miles to the gallon.
8. Set up some easy-to-identify, separate trash and recycling containers aboard. A readily available disposal system helps everyone keep trash out of the water.
9. Save the alcohol for when you arrive safely back at the dock. The majority of all boating fatalities are alcohol related.
10. Make a donation to your favorite educational or marine conservation group. In doing so, you will make a positive difference for every boater in 2005 and gain a great sense of personal satisfaction.

Happy New Year!

Attention roving reporters.

We're putting together a story with the working title of *Long Distance Sailors*. It's about people who fly in to sail the Bay from other areas. For example, one of the featured guys lives in Southern California but keeps his boat up here. He says it actually takes less time for him to fly up here and get on the water than it would if he kept the boat in Marina del Rey and tried to drive there on a weekend. If you know of any other deserving out-of-towners who deserve to be included in such a feature, please email [johnr@latitude38.com](mailto:johnr@latitude38.com) with a few details, and be sure to include contact numbers / emails. Thanks!

Yesterday a bum, today . . .

A friend of ours told us the story of walking down ' \$1,000 row' awhile back. (\$1,000 row is where all the old fiberglass



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## LOOSE LIPS

boats go to get sold.) Aboard one of the boats was a disheveled-looking character busily stowing gear. The friend struck up a conversation and it turns out the guy had just bought the boat, and for a lot less than \$1,000. "Just imagine," said the fellow proudly, "yesterday I was homeless and living under a bridge. Today I'm a yachtsman!"

True story.

### Ocean Film Festival.

Last month we reviewed a book called *Berserk*. It was the story of three young men — two of them non-sailors — who somehow managed to survive a sail from Argentina to Antarctica and back again on a production 27-ft boat. We didn't know it at the time, but the 19-year-old Norwegian skipper of *Berserk* actually took a movie camera on that sojourn, and put together a film about it. And next month, you can go see it. *Berserk* (the movie) is just one of the attractions of the 2nd Annual San Francisco Ocean Film Festival which takes place at the Cowell Theater in Fort Mason January 28-30. More than two dozen films (of 80 or so submitted) have been chosen for airing. The eclectic bunch are from film makers from all over the world who want to share their passion for Earth's last frontier. General admission runs \$6-\$8. For more information, log onto [www.oceanfilmfestival.org](http://www.oceanfilmfestival.org).

### Safety video.

On page 50 of the December issue, you highlighted the issue of small boats staying clear of large ships in narrow channels. You also recommended the video *Sharing the Bay*, produced by the San Francisco Bay Harbor Safety Committee, which illustrates Rule 9, the federal regulation that requires vessels less than 20 meters to "... not impede the passage of any other vessel navigating within a narrow channel or fairway."

To obtain a free copy of the video, which is also available on CD and DVD, email Margot Brown, [mjbhjb@aol.com](mailto:mjbhjb@aol.com). Margot, National Boating Federation representative to the Harbor Safety Committee, has shown the video to a dozen yacht clubs, PICYA, the Bay Area Sea Kayakers Association, and others. (Please do not call the Coast Guard to ask for this video.)

The San Francisco Bay Harbor Safety Committee is made up of representatives from private industry and government, who are appointed by the State Office of Spill Prevention and Response. We work with the Coast Guard to prevent accidents such as the one outlined in your article about the car carrier *Pacific Highway* hitting the Richmond Bridge this summer while trying to avoid a sailboat in its path.

—joan lundstrom  
san francisco bay harbor safety committee

### Chieftain headed east.

After 12 years of plying Bay waters and becoming a veritable icon of the local charter trade, the topsail ketch *Hawaiian Chieftain* was sold recently, and is leaving the Bay. In fact, she's already departed on a 'farewell tour' in company with the Seattle based *Lady Washington*. The two ships have annually done a voyage to Southern California, blasting their cannon at each other in ports along the way. But when they get to San Diego, only *Lady Washington* will be turning back north. *Chieftain* will head on to a new life in sail training on the East Coast. Ian McIntyre, her former owner/skipper, hopes to stay involved with sail training here on the Bay with another local organization. The 103-ft LOA *Chieftain* was built of steel in Hawaii and launched in 1988.

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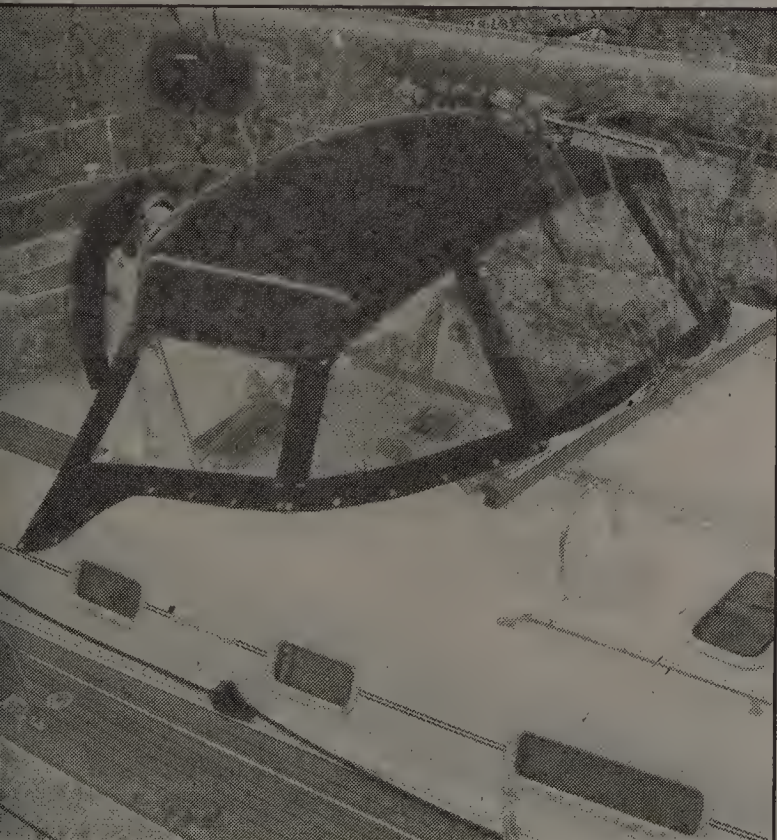


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# SIGHTINGS

## vendée globe

While many of us were shaking off hangovers and watching bowl games on January 1, the lead boats in the Vendée Globe were rounding Cape Horn and setting up for the homestretch of the 2004-2005 Vendée Globe, the nonstop, singlehanded race around the world.

It may take the stragglers well into the month to reach the Horn, but all 16 remaining boats and skippers in this Mt. Everest of solo sailing will be well past the halfway mark (11,800 miles) by the time you read this. The Indian Ocean is behind them and, once around the Horn, it's into the Pacific — which in late December wasn't looking too pacific at all, at least for the leaders. At presstime, the combination of a high-pressure ridge and a low situated at a very high latitude over New Zealand looked as though it might slow down the leaders and let others catch up. Early indications were that there would even be a bit of upwind work for the lead boats — an uncomfortable and, if possible,

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## the next next big thing

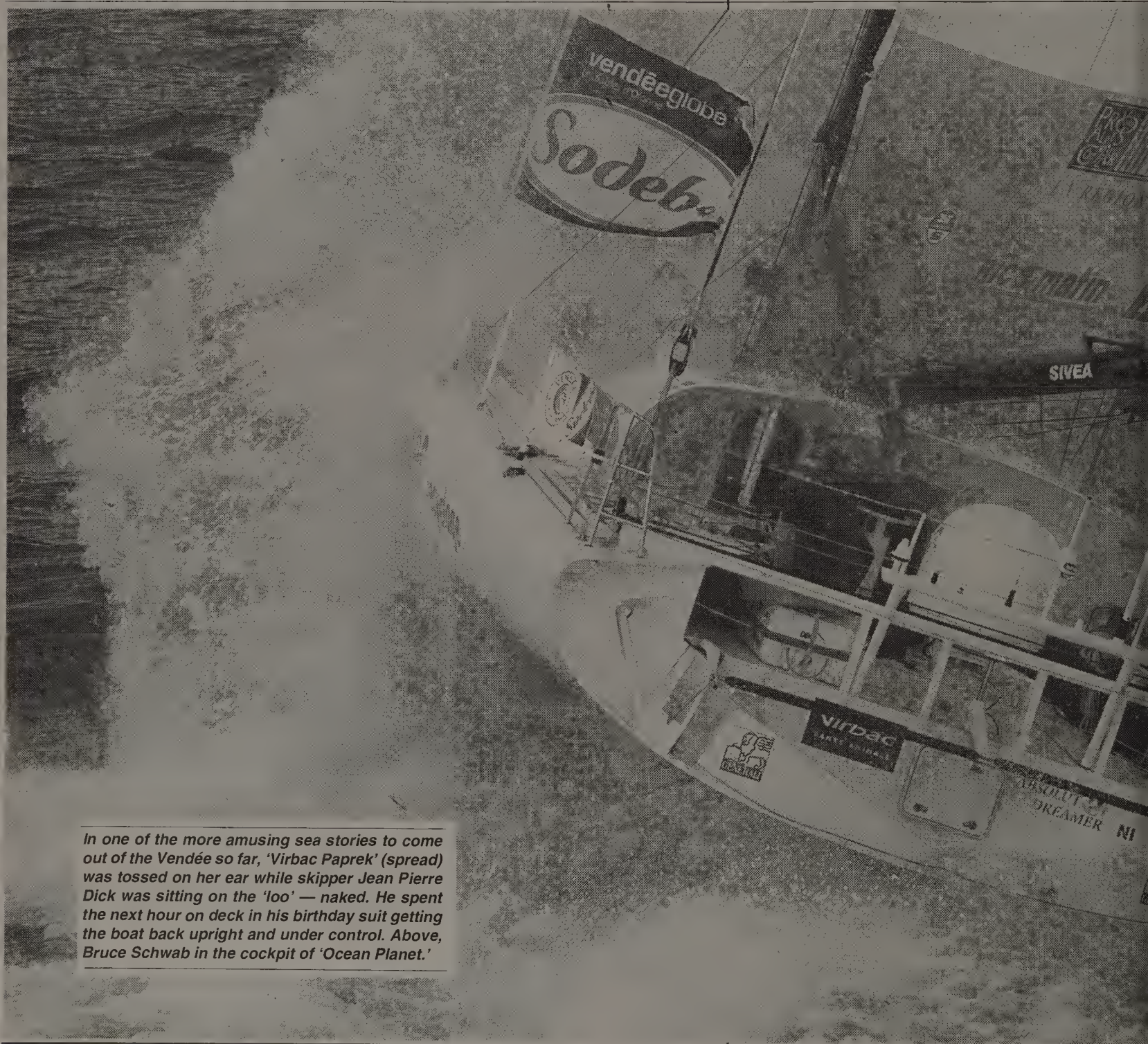
A year ago, we breathlessly introduced you to the new, 86-ft *Pyewacket* and her sistership *Morning Glory*, calling them, among other laudits, the 'next big thing' in maxi-yacht racing.

Hah!

It now appears that these magnificent canting-keelers were only the first shot in a global 'arms race' of bigger, faster, racing machines.

Just one example of where offshore racing may be headed appeared in a December 21 article in the excellent online sailing site [www.thedailysail.com](http://www.thedailysail.com).

continued middle of next sightings page



In one of the more amusing sea stories to come out of the Vendée so far, 'Virbac Paprek' (spread) was tossed on her ear while skipper Jean Pierre Dick was sitting on the 'loo' — naked. He spent the next hour on deck in his birthday suit getting the boat back upright and under control. Above, Bruce Schwab in the cockpit of 'Ocean Planet.'



## vendée — cont'd

even wetter point of sail on these wide, flat 60-footers than their spray-filled off-the-wind runs. Perhaps the only one looking forward to it was British iron man Mike Golding on *Ecover*, who was running fourth. As this issue went out the door, he was taking a jog to the north — more miles in the short term, but advantageous in the big chess game. If leaders Vincent Riou (*PRB*) and Jean Le Cam (*Borduelle*) get slowed by their weather, *Ecover* could get slingshotted up to them. At least, that was the plan.

Riou and Le Cam continue their amazing drag race at the front of the pack. Riou led for about a week after the

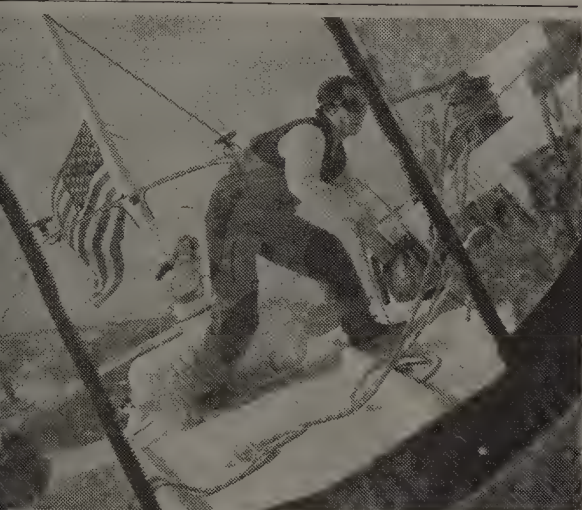
November 7 start off Les Sables d'Olonne, France. Le Cam took over for about three weeks, then Riou grabbed the lead again in early December. The distance between them has never been more than 50 or 60 miles, and on pressday, it was less than 6 miles. To give you some idea of the advance in technology of these Open 60 boats in just the four years since the last Vendée (okay, the consistent weather has also helped), Riou and Le Cam were running 1,870 miles — almost a week — ahead of where the frontrunner was in the '00-'01 race.

Running in third at presstime was Sebastian Josse on *VMI*, about 230 miles behind the leaders, with Golding hot on his heels only 40 miles back.

Four boats have dropped out since the start, all because of gear failures. Herve Laurent (FRA) on *UUDS* retired on December 5 after snapping off one of his two rudders. Alex Thompson (UK) was next, pulling the plug on December 7 after a gooseneck failure tore a 1-foot-square hole in the deck of *Hugo Boss*. Norbert Sedlacek (Austria) called it quits on December 9 after the canting keel mechanism inside his *Brother* started coming apart. And in the real heartbreak of this Vendée so far, Roland Jourdain (FRA) was running in third place when, on December 15, he noticed a "different" boat sound. It also turned out to be an unfixable problem with the hydraulic ram mechanism which operates *Sill et Veolia's* canting keel. Unable to come to grips with quitting (he's a keen competitor who finished third in the last Vendée and was one of the favored skippers in this one), he sailed on for almost a week with the keel in its stowed (straight down) position before heading for the barn.

Conrad Humphreys almost made it five retirees. On December 4, he radioed his shore team that *Hellemoto* had hit something which sheared off two feet of his starboard rudder. He discovered shortly after that the entire foil had sustained damage and would never hold up the whole way around the world. He shortened sail and headed for South Africa, anchoring in the little bay of Simonstown, about 50 miles south of Cape Town. But instead of dropping out, he set to work to repair the crippled boat with the spare rudder he'd chosen to carry. The fix involved flooding his forward tanks to get the stern up, canting the keel so that the rudder trunk was vertical (the rudders on these boats are splayed out at an angle so that they are verticle when the boat's heeled) and weighing down the new rudder with chains and spare anchors. On the radio constantly with his shore team and in and out of the water six or seven times, Humphreys was able to get the damaged rudder out and feed the new assembly in — all by himself. No other hands touched the boat, and Conrad never touched the inviting nearby beach, so he was still in the race. After sorting out some minor rig snafus, he re-

continued on outside column of next sightings page



JACQUES VAPILLON/DPP/IVENDEE GLOBE



JEAN-MARIE LIOT/DPP/IVENDEE GLOBE



JACQUES VAPILLON/DPP/IVENDEE

The keel of *'Sill et Veolia'* gets checked after a grounding 10 days before the start. It's not known if this contributed to the failure that caused Roland Jourdain to drop out.



## vendée — cont'd

joined the 'program in progress' and at this writing, he's not only back in the race, he'd already passed one boat and was gaining on several more! Hail Britannia!

For most people (not only sailors) it takes a bit of cogitating to get one's mind around the concept of one guy sailing a huge boat with gobs of sail against a bunch of other like-minded maniacs all the way around the globe. Particularly hard to grasp for some is the concept that, once a fleet like this gets even 100 miles between them, boats in different areas will be sailing in completely different weather systems. This is particularly true of this race. With some 3,800 miles separating Vendée leader *PRB* from Karen Liebovichi on *Benefic* — it's literally like a boat in Florida and a boat off Spain competing in the same race.

One of the functions of this is that, while the leaders in mid-December were skidding along in good breeze, those in the afterguard were brutalized by one of the worst storms in Vendée history. Sixty or more knots of wind were reported, scaring Nick Maloney on *Skandia* so badly that he called home — twice — to say goodbye to loved ones. When the boat was knocked down 130 degrees, Nick was sure that was it. But she came up, rig intact, and, though wounded, she's still going. There was damage to other boats; but they're all still going, too.

The Bay Area's Bruce Schwab, whose *Ocean Planet* is currently running in 12th place, was sticking to his plan of sailing conservatively at presstime. Though a tactical decision in mid-month had backfired on him, it at least saved him from the full brunt of the storm, although he felt a good bit of it. He continues on, reporting surprisingly little damage compared to some of the other boats.

Forgive us a slight bias, but we can't leave coverage of the Vendée without editorializing a bit: Forget those lame 'reality' TV shows. You want real human drama, log onto the English version of the excellent Vendée Globe website at [www.vendeeglobe.fr/uk/](http://www.vendeeglobe.fr/uk/). Besides profiles, updates and rankings of the 14 men and 2 women still in the race, you can get up-to-the minute weather analysis, and see current photos and even videos from many of the boats. We can't recommend it highly enough.

If you want more, log onto Schwab's website ([www.bruceschwab.com](http://www.bruceschwab.com)) where veteran sailor/writer Brian Hancock is 'guest hosting' coverage of Bruce's race. His commentaries are perhaps more topical and insightful than anyone else writing about this race, laced as they are with the experience of someone who has done two round-the-world (Whitbread) races himself.

Check them out if you can.

## rescue the old fashioned way

These days, much of the 'search' has gone out of 'search and rescue'. With the advent of EPIRBs and GPS, most of the time the Coast Guard knows exactly where to look when they go out to aid boaters in distress.

Occasionally, however, they still have to 'earn' it. That was the case on November 15 when a man identified only as Alex called Coast Guard headquarters on his cellphone shortly before 9 p.m. He reported that his Coronado 23 had lost power, there was no wind, he was in thick fog and, well, he didn't know where he was. His last landmark had been the Golden Gate Bridge, which he'd passed under four hours earlier. And no, he had no EPIRB or GPS — or running lights or VHF since the power was out. All he had for light, he said, was a camping lantern.

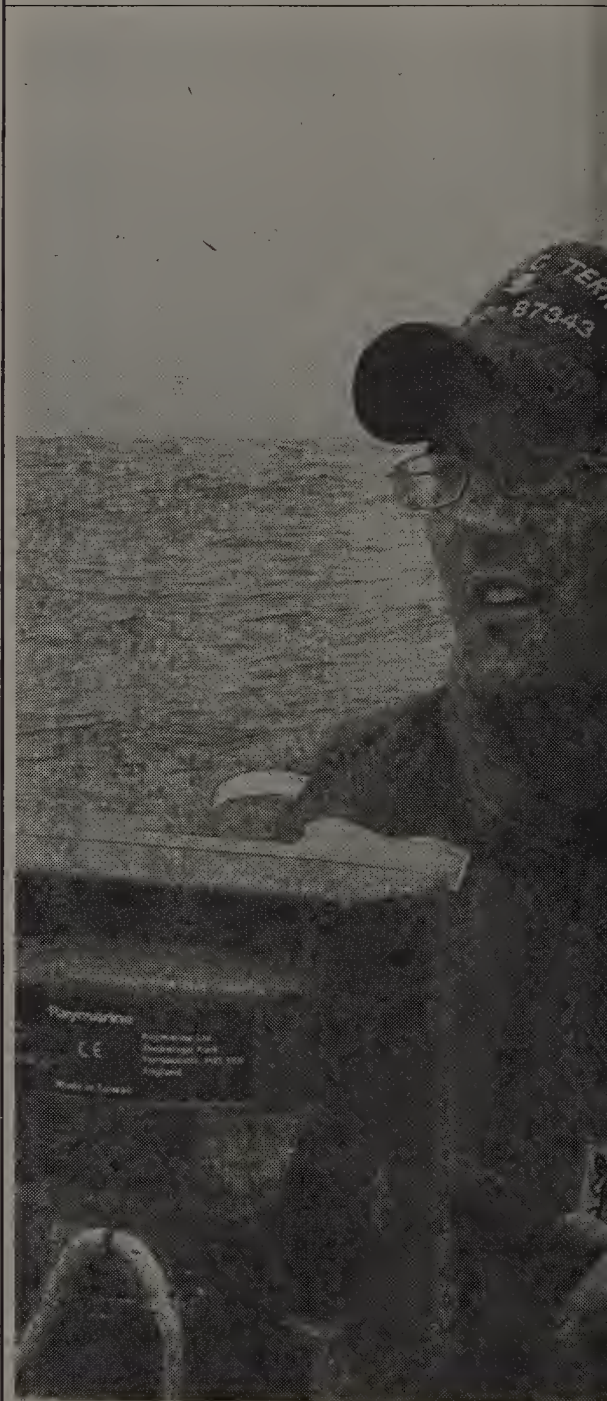
The story Alex conveyed during conversations over the next few hours with OS1 Gabriel Flesher was not an unfamiliar one: Alex had recently purchased the boat and had intended to sail her to Half Moon Bay that afternoon. He started from Richmond around 4 p.m., and by 5, he was under the Golden Gate. By 8, he was dead in the water near one of the busiest shipping lanes on the West Coast. The Coasties got

continued on outside column of next sightings page

## big things

It noted that next year, the gloves come off in the Sydney-Hobart Race. A rule change will allow 'unlimited' 100-footers to enter, and indications already (they hadn't even raced the '04 event when this news came out) are that as many as 8 to 10 'super maxis' might show up! The new rule will also allow present maxis like the 98-ft *Skandia* and *Zana* (racing this year as *Konica Minolta*) to be turboed. Both of these latter boats were signed up to race the '04 Sydney-Hobart under their present IRC ratings. The fabled event takes off as always on Boxer Day (December 26) for the 630-mile run to Tasmania.

Two of the 'century' boats mentioned as likely '05 competitors are Neville Crichton's new 100-ft Reichel/Pugh de-





## — cont'd

sign, which is under construction at McConaghy's in Australia (Crichton presently campaigns the 98-ft *Shockwave*); and another as-yet-unnamed 100 footer now being fitted out at Cookson's in New Zealand for Kiwi partners Bill Buckley and Charles Brown. The Greg Elliott design (he also drew *Mari Cha IV*) will debut at Antigua Sailing Week in April.

The ruling by the Cruising Yacht Club of Australia (CYCA) to allow 100-footers in the '05 race is viewed by many as opening the door to a 100-ft super-maxi class, even though the Sydney-Hobart is currently the *only* event which will allow these giants to officially enter. All that remains now is to persuade other world venues that the future is here, and this is it.

## rescue — cont'd

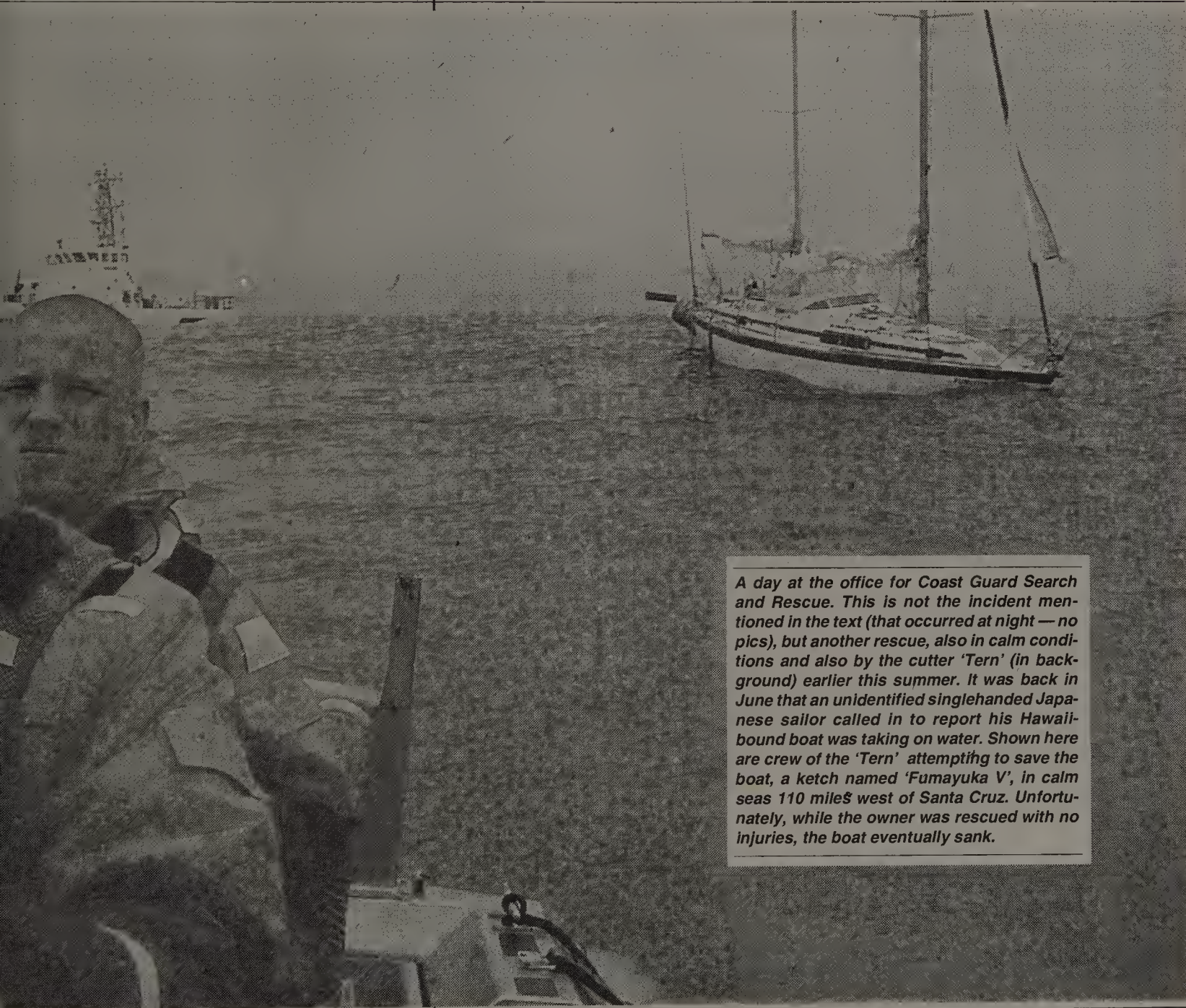
the call for assistance at about 8:40. Alex wasn't positive, but he thought he was somewhere near Half Moon Bay.

Because of low visibility, an aerial search was out of the question. Complicating the on-the-water search was the fact that sailboats don't show up well on radar — but the scores of fishing boats out taking advantage of the opening day of crab season showed up really well. "It was like finding a needle in a haystack," said Lt. J.G. Andy Passic, captain of the Coast Guard Cutter *Tern*, which eventually found Alex after a six-hour search. "We had about 50 of them on radar."

The *Tern* began the operation by steaming toward Half Moon Bay from Drakes Bay, where she'd been patrolling the fishing grounds. "It was like in the old days before modern technology," Passic said. "Nowadays with GPS and EPIRB, we hardly search anymore. We go directly to where they are. It's more rescue than searching." To underscore the point, the *Tern* passed within two miles of the becalmed sailboat on her way south, but didn't know it until much later.

As Passic and his crew of 10 headed south, Flesher worked with

continued on outside column of next sightings page



A day at the office for Coast Guard Search and Rescue. This is not the incident mentioned in the text (that occurred at night — no pics), but another rescue, also in calm conditions and also by the cutter 'Tern' (in background) earlier this summer. It was back in June that an unidentified singlehanded Japanese sailor called in to report his Hawaii-bound boat was taking on water. Shown here are crew of the 'Tern' attempting to save the boat, a ketch named 'Fumayuka V', in calm seas 110 miles west of Santa Cruz. Unfortunately, while the owner was rescued with no injuries, the boat eventually sank.



# SIGHTINGS

## rescue — cont'd

Alex to try to narrow the search area. First he arranged a schedule to talk with Alex at regular intervals. He then asked the wayward sailor to hang up and dial 911. The California Highway Patrol received that cellular call and identified the nearest receiving tower as the one at Rockaway Beach in Pacifica. Alex was somewhere within a 10-mile radius.

"It gave us one point," said Passic. "With a radio, we would have had two points." With an EPIRB (emergency position indicating radio beacon) or GPS (global positioning system), the cutter would have made a beeline for Alex, rendezvousing with him within 60 to 90 minutes of his first call.

Based on the location of the tower, the *Tern* diverted to Point Montara, where she began her back-and-forth search grid. Back at headquarters, Flesher told Alex to call in as soon as he heard the cutter's foghorn. Alex reported hearing lots of horns that night — unfortunately,

continued on outside column of next sightings page

## new yacht carrier

Semi-submersible ships are not new. Vessels which can submerge large areas of deck have long been used for a variety of work. What is relatively new is the idea of using them for transporting yachts. Dutch entrepreneur Clemens van der Werf came up with that idea, and what a good one it's turned out to be.

Semi-submersible yacht carriers work like this: the ship partially sinks itself, yachts are floated into position over special supports on the deck, then the ship blows ballast out to become a surface ship again. After it delivers the yachts to a new locale, it reverses the procedure.

The idea worked so well that van der





## on the way

Werf's Dockwise Yacht Transport now has four dedicated yacht carriers in its 15-ship, Netherlands-based fleet. Since 1987, it has transported more than 4,000 motor and sailing yachts all over the world.

Now a next-generation ship is in the works. The craft pictured below will be the world's first purpose-built yacht carrier (the others have been converted from other work). The new 674-footer will be almost twice as fast and, with 55,000 square feet of deck area, able to carry many more yachts than any of its sisters. Yacht owners will even be allowed to 'live aboard' during some passages. She's due to enter service in the summer of 2006.



Artist's conception of DYT's new purpose-built yacht carrier, which is currently under construction in China.

## rescue — cont'd

none of them was the *Tern*.

As of midnight, neither rescuer nor rescuee had found each other. Finally, in one of his regular phone scheds with Alex, Flesher recognized a type of foghorn used by container ships sounding in the background. He contacted Vessel Traffic Service, who reported one inbound ship seven miles west of Ocean Beach. "It was a vessel of opportunity," Flesher said. He passed the word through VTS for the ship to sound three prolonged blasts — and heard them through Alex's cellphone. Instead of being near Half Moon Bay, Alex was somewhere in the area of the San Francisco Sea Buoy, in a precautionary area about 11 miles west of the Golden Gate.

The *Tern* reached the area about 2 a.m. and had Alex fire off a flare (he *did* have some of those), which the Coasties spotted. Within half an hour, Alex and his boat were in tow behind the cutter. By 3 a.m. they were tied up safe, sound — and hopefully a little wiser — at the Presidio YC docks.

— lou sian

## a few good boaters

For over 30 years, local boaters have provided a valuable service to the scientific community: they have ferried people and equipment back and forth to the Farallon Islands aboard private yachts. A revolving fleet of 20 boats currently makes an average of two trips per month in this service.

The Farallon Patrol was founded in 1972 by PRBO (Point Reyes Bird Observatory) scientists and Bay sailor Charlie Merrill. It was a splendid solution to a big problem: PRBO and the U.S. Fish and Wildlife Service had funding to build and man research facilities on the island — but not enough money to ferry people back and forth. The all-volunteer Farallon Patrol answered that need. Though the skippers receive no money, there are many rewards. Perhaps the biggest of these is that they get to have a guided tour of Southeast Farallon Island, which is off limits to the general public. They also get to meet some of the researchers and keep up with the various scientific and biological studies going on. There's the 'giving-back-something-to-the-community' aspect. Simply having an unusual destination is enough to keep many of the skippers coming back year after year.

The rewards are mutual. Many friendships have developed between researchers and local sailors. And of course scientists sometimes get quite the sailing lesson — whether they want it or not — as boats negotiate the often-rough conditions of the 48-mile round trip.

Now the Patrol is looking for a few good skippers and boats to add to the fleet. Here's what PRBO (which runs research on the island) is looking for, and what to expect:

- \* Farallon Patrol boats must be 35 feet or larger; both sail and powerboats are welcome to apply. (The current active fleet of 12-15 boats is about half power, half sail.)

- \* Runs to the island always take place on weekends, except during inclement weather, when a run may be rescheduled for a weekday. On a typical run, figure on leaving the dock at 6 a.m. and returning about 6 p.m. (This includes a two-hour walk ashore.) Exact schedules are seasonal — more studies generally take place in spring and summer, so there are more supply runs then.

- \* How many runs a skipper makes a year depends on many factors. Some skippers may go only once. An active FP, like current Farallon Patrol Chief Keith Sedwick, might run his J/130 *Bonkers* out to the island three times a year.

- \* Generally speaking, boats load the night before at predetermined pickup points — the Golden Gate and Presidio YC docks are often used — but a boat's homeport can be used if it's easily accessible. Skippers and crews (you supply your own crew) often sleep aboard. Typical cargos consist of food cases, jerry jugs, sometimes research gear, the re-

continued on outside column of next sightings page



## few good boaters — cont'd

searchers' personal gear and as many as five researchers or assistants. Boats generally reach the island by noon. After offloading, you have the opportunity to roam the island with a guide for about two hours. Return cargos consist of people, gear and bagged garbage/recycling. Note: generally speaking, researchers are not sailors and don't offer to help run the boat. They're just there for the ride.

\* There is no dock at Southeast Farallon Island. You moor a few hundred yards offshore, and the island's skiff comes alongside to offload stores and people. The unique system of getting ashore is worth the price of admission alone. Once the dinghy has a load, they race in to the tiny cove at North Landing, and a crane lifts the whole boat out of the water and onto the landing atop the cliff.

\* The mooring area is rarely smooth and often quite rolly. If you are someone who abhors the slightest ding or smudge on your topsides, the Farallon Patrol might not be for you.

\* Skippers need to know basic safe seamanship and radio procedures, as well as instrument navigation — sometimes they will not see the island until it is 30 yards in front of them. (They'll hear it though — you can't miss the sounds of yelping seals, sea lions and birds!)

\* Training — A prospective skipper will first go out as crew for an experienced patroller to get the 'lay of the land'.

What is the PRBO? For more than 30 years, PRBO intensive research has produced the longest data set on seabirds and marine mammals in North America, as well as hundreds of scientific publications, reports and popular articles. For example, some of the most enlightening research yet gathered on the great white shark began and is ongoing at the Farallones. The information gathered there lays the foundation for understanding, protecting, and conserving this vital component of the California Current marine ecosystem.

If you think you might qualify to join the Farallon Patrol, please contact Keith Sedwick by phone (415-710-4134) or email: [kbsedwick@hotmail.com](mailto:kbsedwick@hotmail.com).

## dawn wilson is free — but who's telling the truth?

Dawn Wilson, originally from San Diego, but who has lived aboard boats in Baja for many years, is finally free. As most readers will remember, the 49-year-old was arrested in Ensenada in April of 2003 and charged with being in possession of approximately 400 pills, many of them "*psicotropicos*," of which Valium is an example. While many medications don't require prescriptions in Mexico, *psicotropicos* are powerful drugs favored by drug addicts, and therefore are tightly-regulated. We are not suggesting that Wilson is a drug addict, but the fact is that she was convicted of having these drugs in her possession and, despite appeals, sentenced to five years in Mexican prison.

After being incarcerated in Mexico for 17 months, she was sent to the United States as part of a prisoner exchange program. She spent three more months in U.S. jails until she was released to considerable fanfare on December 10. She is now on probation for another six months.

We're glad Dawn is free, because it is well-documented that Mexican prisons are horrible places, and because the sentence she received seemed grossly excessive for the crime. In the United States, she apparently would have gotten three to six months behind bars.

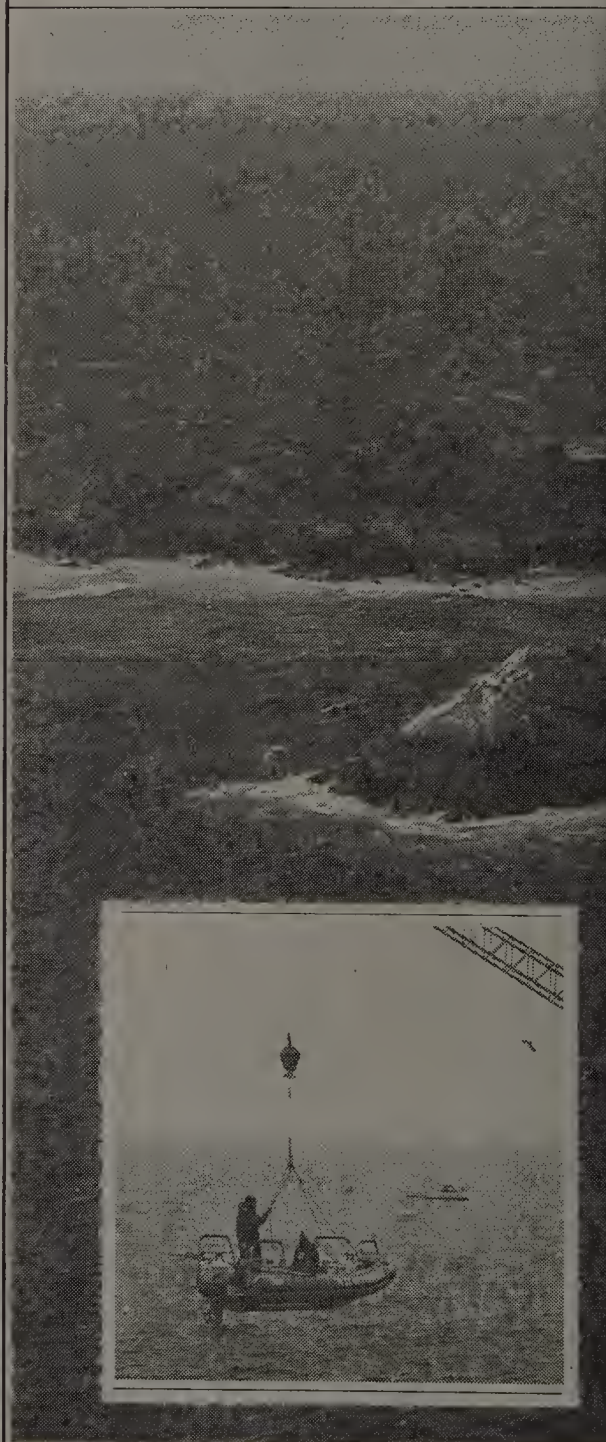
When released, Dawn claimed she'd ended up in jail as a result of bad judgement and bad luck. In an earlier letter from prison, she denied having had any *psicotropicos* on her, but rather Epamin, the Mexican version of Dilantin, to treat seizures; diabetes medicine for a friend in Mexico; and over-the-counter anti-anxiety medication previously bought in the United States. For what it's worth, the head of the Tijuana

continued on outside column of next sightings page

## san francisco marina

Exactly one year ago this month, this magazine published an exhaustive history and update on the proposed renovation to the San Francisco Marina. Sadly, there has not been much to report since then. The road remains a long one, punctuated with community meetings, tenants' meetings, meetings with members of the Board of Supervisors and 'scoping meetings', all of which have cost those who pay the rent hundreds of thousands of dollars — the reports, appearances and representations made by the City on behalf of the Marina come out of the quarterly rents paid by the 700 or so harbor tenants.

There has been grumbling over the years about costs incurred out of harbor





## update — 1 year later

funds that have paid for studies and documents necessary to meet both Federal and State requirements for a project of this size. However, very little has been said about some of the rather unnecessary objections made from time to time by community representatives and 'interested parties' in the name of the tenants. Much of this loss of capital could and should be avoided by not allowing others to act in the tenants' names and with the tenants' funds. These objections now appear to be stalling tactics aimed at hanging the project up and hoping it will go away. I don't think that will happen.

As noted last year, this song and dance

continued middle of next sightings page

## dawn wilson — cont'd

Pharmacists Association is on record as saying that neither Epamin nor diabetes medications are controlled substances in Mexico, and Wilson wouldn't have been arrested for possessing them.

As happy as we are for Dawn that she's out of a Mexican prison, we've got the Dan Rather Blues, because some of our friends — we're not exactly sure who — are lying to us.

For nearly two years now, we've been supportive of Dawn's cause, and encouraged our readers to support it, too. Most of the support was based on just wanting to get Dawn out of the hellish Mexican prisons. To a lesser extent it was based on Wilson's claim that she was a victim of the police, a story that was vouched for 100% by Terry Kennedy, her fiancée and an old cruising friend of ours from Mexico.

According to Kennedy, what really happened is that Ensenada Police found Dawn attractive and decided to shake her down. According to this version, Dawn only had drugs that she or her ex-husband legitimately needed, and the Mexican police made up the story about the

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*Scenes from the Rock. Above, Keith Sedwick gets the tour. Left, with no dock, people and gear are lifted ashore in the boat. Right, the landing is 25-30 feet above the water. Spread, Southeast Farallon Island.*





## dawn wilson — cont'd

psychotropic drugs. Kennedy also accused the police of taking Wilson's debit cards and charging nearly \$5,000 against them in Mexican stores. Kennedy repeatedly assured everyone that this account was true, and



Dawn Wilson.

insisted that Dawn, who he admitted had "partied a little too hard" earlier in her life, hadn't had a drink in years.

Throughout most of her ordeal, Wilson had the support of Representative Bob Filner, D-San Diego. When she was finally released, Filner announced that he was considering conducting an investigation into how such a "tragedy" could have occurred. Then something shocking happened.

Joel Wilson, one of Dawn's five siblings in Southern California, wrote a letter to Filner and advised him to do much better research before thinking about conducting any such hearings. Wilson wrote that his sister "has a long-standing history of drug and alcohol abuse, and stealing

from her family." He further stated that the Representative and the media had made Dawn out to be a victim, "when the true victims have been American taxpayers, her family, and former friends."

About the same time Neil Wilson, an old friend of ours from the sailing world in San Diego — whom we hadn't known was another of Dawn's brothers — contacted us by phone. He supported his brother's allegations and said his other siblings did also. He claimed that Dawn had a long history of problems with alcohol and drugs, had been through rehab, and had looked so bad just prior to going to Ensenada that family members thought she might be on the verge of death.

After Dawn was arrested in Ensenada, Neil says one of his brothers, who is fluent in Spanish, went down to find out what had happened. According to him, Dawn had been in some kind of car accident, left her car with a mechanic, and went to a bar. She was later found with one or more intoxicated Mexican men overlooking the ocean. Being intoxicated in public is illegal in Mexico, and this is what attracted the attention of the police. According to this version, Dawn used her phone call to call some friends who had drug problems. She then gave them her cards and PIN number. The brother says it was these friends, not the police, who made charges against her accounts.

(We asked Kennedy to explain how Mexican police were able to charge against Dawn's debit cards without having the PIN numbers. He told us that if a Mexican police officer goes into a business with a debit card, nobody is going to refuse to let him use it. We're not experts in credit card systems, but to the best of our knowledge store employees have no control over debit transactions. If a central computer doesn't get a correct PIN number, it refuses the transaction.)

Why hadn't Neil — who says he reads *Latitude* every month — contacted us before? We wondered if it was because he and the rest of the family members wanted Dawn out of the hell of a Mexican prison, and once she was out, would hope that everything would just die down. His answer surprised us. He told us that the family history with Dawn had been so horrible that they didn't really want her to get out of the Mexican prison.

"I don't really like talking about this, and wished it would just go away," said Neil. "But our family's overriding concern is that people not view Dawn as a victim or hero, because she's neither, and that they not give her any more money."

There has been a website for freeing Dawn, and we're told that a friend had started a Pay Pal account so people could contribute to her legal and other expenses. Terry says they have received some money, but not a great deal. Now that Dawn is free, he says they have returned some of the money and closed that feature of the website.

The bottom line is that different old friends in the sailing world have assured us that their versions — despite being contradictory — are

continued on outside column of next sightings page

## sf marina

has been going on since about 1986. It actually had a chance of going forward in 1989, but the Loma Prieta Earthquake put an end to any movement on the project for years. The current proposed harbor is not so different from the '88 design, but, as with the eastern section of the Bay Bridge, the cost is drastically different and rising. It could cost in the neighborhood of \$35 million if approved in a timely fashion. Of course, that doesn't mean it will be *built* for that amount — no one can accurately estimate that.

All in all, aside from Brad Gross, the current Harbormaster (the City insists on calling him the Marina Manager), no visible City official has made any meaningful effort to get directly involved in this project. The Recreation and Park Commission is seemingly behind the endeavor, but no one in its midst appears to have a real clue about, or interest in, the renovation. One of the latest appointees, Jim Lazarus, should be aware of the place, since he worked for Mayor Feinstein when she tried to get the harbor's rents deposited into the General Fund (see *Latitude* 38, January, 2004). One of the last interested commissioners was Mrs. Francis McAteer (widow of the state senator). She actually initiated informational meetings and tried to get involved in the process, but that was 20 years ago.

The Board of Supervisors has mostly ignored the project, but in late December, District 2 Supervisor Alioto-Pier actually asked for an update. Certainly, Mayor Newsom had been involved when he was a supervisor. He appears to remain committed to the planned rebuild, but, faced with budget cuts and a deficit of mammoth proportions, the specter of the Mayor directly touting a 'boat harbor' seems unlikely — even if it's paid for and funded from boater rents and events that generate revenue at the Marina only.

At a recent meeting with the Boating and Waterways Commission, Brad Gross came away with a commitment for a \$1.2 million design budget, and specific guidelines on requirements that have to be met to get the funding needed for renovation to the West Harbor. As discussed in earlier issues of *Latitude*, by splitting the construction into two phases, adequate funding could be available to complete the entire project. These guidelines include the establishment of capital and enterprise funds that would guarantee debt service before the project is started.

Rents, always a sore point, have to be raised, and a schedule was developed that included some additional fees and service charges. A proposed 15% increase for the first year for the West Harbor and a 12%



## — cont'd

increase for the East Harbor (Gas House Cove) would happen during the current fiscal year, '04-'05. Subsequent increases would be made annually until the harbor was completed. These revised increases take into account the guidelines necessary to satisfy DBW and concerns that a straight 40% increase was, to say the least, remarkably draconian. In early January — this month — the fee increase will again be presented to the Rec and Park Commission. If approved as presented, it will go before the Board of Supervisors.

It's a troubling situation. On one hand, the City has a \$97 million dollar budget deficit and is cutting services — everything from 'browning out' fire houses to cutting funds from social services and after-school recreational programs. On the other hand, a 'recreational and leisure' activity — boating — is trying to borrow \$35+ million to rebuild a facility that benefits what appears to be a small number of citizens — even though that group of folks has to pay for the rebuild. Perhaps there is an overlooked benefit to this renovation.

The San Francisco Marina exists in a premier location, next to Crissy field, with views of Marin and the Golden Gate Bridge. It also contains Marina Green, and the Golden Gate and St. Francis Yacht Clubs. Marina Green plays host to countless events during any given year — benefit runs and walks, Fleet Week, numerous sponsored events and recently, youth soccer competition. All of these pay fees to the harbor fund. In September, 2003, one of the largest waterborne events in the harbor's history took place off the harbor jetty when the Golden Gate YC hosted the Moet Cup match races between America's Cup holder *Alinghi* and semi-finalist local boat *BMW/Oracle*. Lured by the actual Cup being on display and the races held within spitting distance of courtesy bleachers erected for the occasion, a daily crowd of thousands played hooky to watch the show. It generated almost \$20,000 in revenue for the harbor fund.

During 2004, the St Francis YC hosted the International Knarr Championships and the annual Big Boat series, to name just two large events. The Knarr crews and families from Norway and Denmark were in and around the Marina District for 10 days. Many sailors on the 106 Big Boat Series entries (average crew: 10) also stayed in the neighborhood.

In all of the discussions about the renovation, the major topics of discussion have been berth sizes, boat size and cost. No

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## dawn wilson — cont'd

true. We don't know who is telling the truth, but we've been slimed, because obviously somebody is lying.

We spoke to Dawn by telephone several days after she was released. She was absolutely thrilled to be free, and said she couldn't stop smiling. Having been incarcerated for so long, she was understandably overwhelmed when Terry took her into West Marine and Wal-Mart. For someone who claims to have been falsely arrested and sentenced to five years in Mexican prisons, and who has said terrible things about the Mexican police and legal system, we were surprised by her future plans. "After my probation is over in six months, I'd like to go back to living on a boat in Baja. But I'm also going to go back to the prison. It's very bad there, and I made friends with people who are still locked up and need my help."

Throughout the ordeal, Terry has been highly critical of the U.S. consul in Mexico, saying "they haven't done anything for Dawn." This was disputed by David Stewart, U.S. Consul General in Tijuana, in an article in the *San Diego Union-Tribune* by Anna Cearley. Stewart said that the consul had visited Wilson seven times during her incarceration, and had arranged for doctors to administer medication. Furthermore, he noted that Wilson and Kennedy, like a lot of Americans, assumed that the American Consul has 'get-out-of-jail-free' cards for Americans. Stewart said the protection of Americans arrested in Mexico was the consul's top priority. But he noted that their help was limited to visiting the prisoner, providing a list of attorneys, protesting to authorities any alleged mistreatment, communicating with family and friends, and providing dietary supplements. He also noted that had Wilson not pursued appeals, all of which were denied, she would have been transferred back to the United States sooner.

## what a hoot

Old dinghy sailors never die — they just build faster boats. That could be the mantra behind a new craft taking form at the Maas Boat Company in Richmond, which until now has been known only for building high-end rowing shells. Those 21 and 24-ft craft are still the bread and butter, but back in the 'skunk works', owner Doug Kidder, builder Billy Service and designer/founder Chris Maas are putting together what may well be the next big little thing: the Hoot Dinghy.

At first glance, the 14-ft singlehanded craft looks like a 29er had a drunken dalliance with a sailboard. The lineage goes back farther than that, with a good bit of the inspiration coming from the current iterations of the International Moth. But at its heart, the Hoot is an altogether different animal than all those craft — which is the reason Kidder decided to forge ahead with the project in the first place.

A boat like this has been simmering in the back of Doug's mind for about 15 years, ever since he sailed — and stored — a Laser at the Berkeley Marina. "Lasers are great boats," he says, "but you can't really cartop them, so you need storage or a trailer. If you want something you can cartop, you're pretty much stuck with an El Toro or Snark."

So the first criteria for the new boat was that it be light enough to put on top of the car. Production Hoots will come in at around 125 pounds all-up, but break down into more manageable pieces. The heaviest part will be the carbon/S-glass hull, which will tip the scales at 40 pounds. We've carried heavier ice chests than that.

Other criteria soon emerged:

\* Simple to rig — Doug estimates the final version of the boat can go from roof rack to sailing in about 20 minutes.

\* Inexpensive — No figures have been released yet, but MSRP of the boat will come in substantially under a new like-size Musto Skiff, which

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## hoot — cont'd

retails for \$13,000.

\* Easy to sail — The only controls in the Hoot will be the mainsheet, outhaul and downhaul. (The mainsheet cleverly exits from the tack of the sail to further aid in keeping the cockpit spaghetti-free.) This is a huge counterpoint to the Musto — “Another great boat until you get to the jibe mark and need five hands,” says Doug.

\* Rough and tumble — The Hoot must be able to hold up to the rigors of summer sailing on the Bay.

The ball really got rolling on the project three years ago when Kidder bought Maas' rowing shell company, and the two men became fast friends. Chris, a dinghy sailor from way back himself, liked Doug's ideas and, though he spends most of his time at home in the San Juan Islands these days, he has been thoroughly immersed in the development of the Hoot from the start. (“We've spent hundreds of hours on the phone,” says Doug.) Chris designed and built the prototype, and has designed each new version — and he keeps a pre-production Hoot handy for R&D. In between rowing shell orders, Billy Service puts each new boat together — which at this writing means he's built five or six Hoots. Doug remains the money guy, idea hasher (he has a Master's degree in Naval Architecture from UC Berkeley) and present ‘crash test dummy’ — he's doing most of the sea trials. A fourth cog in the process is the equally invaluable Bill Hansen, founder of Windwing. Bill, who Kidder describes as “an amazing cross between a surfer dude and a PhD in physics,” builds the sails and has lent his expertise to the development of the windsurfer-like rig. Like everything else in the boat, it looks simple but has required gigabytes of time and brain cells to get right. The present design features a two-part, 19-ft carbon rig with a wishbone boom and 10-meter sail. Doug is hoping the production mast can break down into three sections for easier transport.

The hull started out a bit like that illicit child alluded to earlier. The first hull was just a beefed-up rowing shell with the hiking wings and rig cobbled on. The latest version sports a stiffer, fuller, skiff-like hull with hard chines aft for high-speed stability. On one of the first seatrials in a lot of wind, it accelerated like an F-18 on the catapult. Doug found himself effortlessly skipping over the waves at better than 20 knots, shouting with excitement. That's the day the name was born.

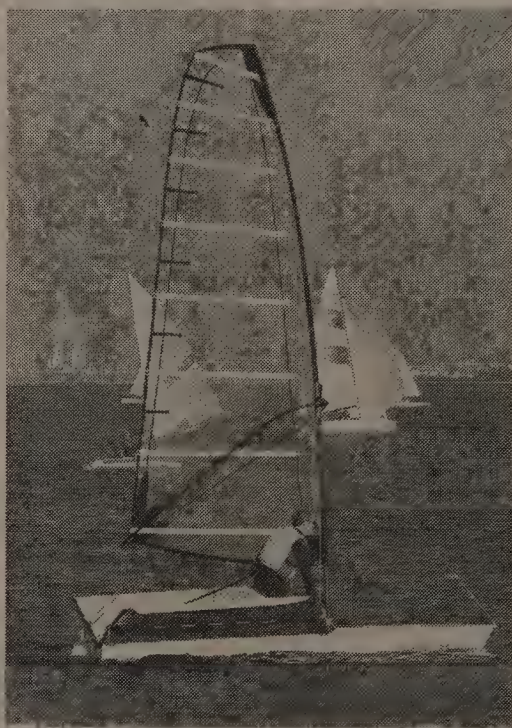
You can't buy a Hoot yet. There are still some bugs to be worked out, and Kidder doesn't realistically expect production to start until at least next summer, but more probably fall. “It's gone slower than any of us expected,” says Doug, echoing the lament of boatbuilders from time immemorial. “But having built rowing shells for as long as we have, we understand the horror of putting a boat out before it's ready, so we want to make sure we have everything right on the Hoot.”

Part of that testing is just taking the boat and out sailing it. That's why you're likely to see a lot of Doug and the spritely little boat in the months to come. Testing also involves *trying* to break stuff. For example, in an intentional crash-jibe in heavy breeze a few months ago, that particular prototype shed its wings. So it was back to the drawing board to beef up the attachment point.

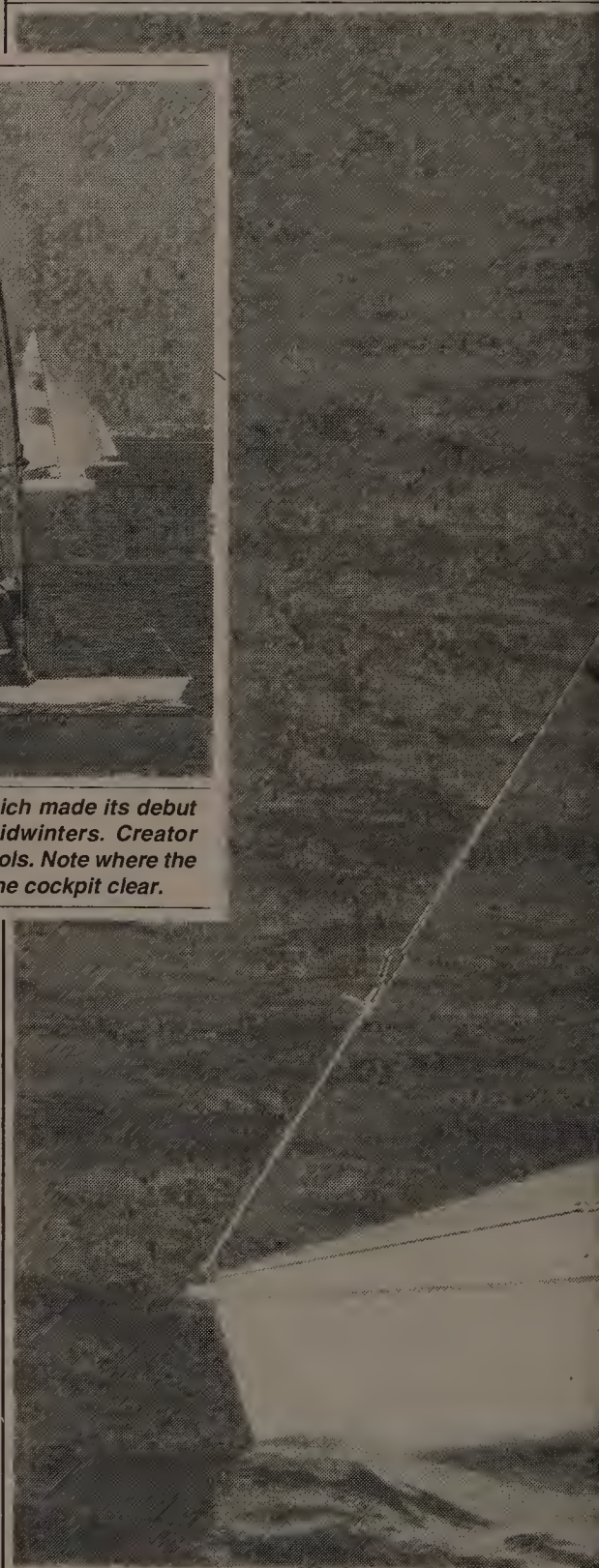
In fact, Doug could use some help in the de-bugging department. He mentioned that he's looking for serious ‘test pilots’ who can really put this boat through its paces before it gets the nod for full production. “My ideal candidate is someone who sails on a weekly basis and launches from various sites,” he says. If you can help out, or if you just want to learn more about the Hoot, contact Doug Kidder at [maasboats@earthlink.net](mailto:maasboats@earthlink.net).

## sf marina

one has mentioned the financial impact a renovated harbor would have on these events and, of course, on the neighborhood. The Knarr event alone did its catering in the Marina neighborhood and — I have it on good authority — its carousing as well. The Big Boat series entrants were given information packets on local hotels and B&Bs, as well as delis, shops and stores. The St. Francis keeps in touch with these merchants, the merchants rely



Two views of the Hoot, which made its debut at the RYC Small Boat Midwinters. Creator Doug Kidder is at the controls. Note where the mainsheet exits, keeping the cockpit clear.





## — cont'd

on the Club's activities, and each keeps the other up-to-date. These events are good business for the neighborhood. For as long as I can remember, during YRA race days and midwinters one could find crew members picking up sandwiches, sodas and beer at Safeway or the Marina Super or Bryne's (now gone of course). Apparently even the Sports Basement in the Presidio is affected.

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## sausality challenge '07 — they're in!

In mid-December, the Sausalito YC posted a \$1 million bond to the America's Cup Challenger Commission on behalf of John Sweeney and Tina Kleinjan's *Sausalito Challenge 2007*, officially entering the team as a challenger for the next America's Cup. In the big picture, that brings the total to eight teams which have signed up by the 'first' deadline, December 17. (A second deadline, which carries a \$375,000 'late fee', is April 29). In the smaller picture, SC '07 is — amazingly — the fifth America's Cup team with Bay Area roots. (The others are Larry Ellison's current *BMW/Oracle* [GGYC], 2000 challengers *AmericaOne* [Paul Cayard, StFYC] and *America True* [Dawn Riley, SFYC] and 1987

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LATITUDE/ROB



## sausalito challenge — cont'd

Challenger USA [Tom Blackaller, StFYC].)

The *Sausalito Challenge* has kept a low profile since their flashy stunt of offering a \$30 million title sponsorship deal on the online auction forum *eBay* back in April. No takers for the big prize, although it did attract several non-title sponsors. However, the publicity generated helped the fledgling team, and by the end of June, said Sweeney, "I realized that it was going to happen for us." He confirmed in late December that \$70 million of sponsorship is in place to completely fund a one-boat America's Cup syndicate.

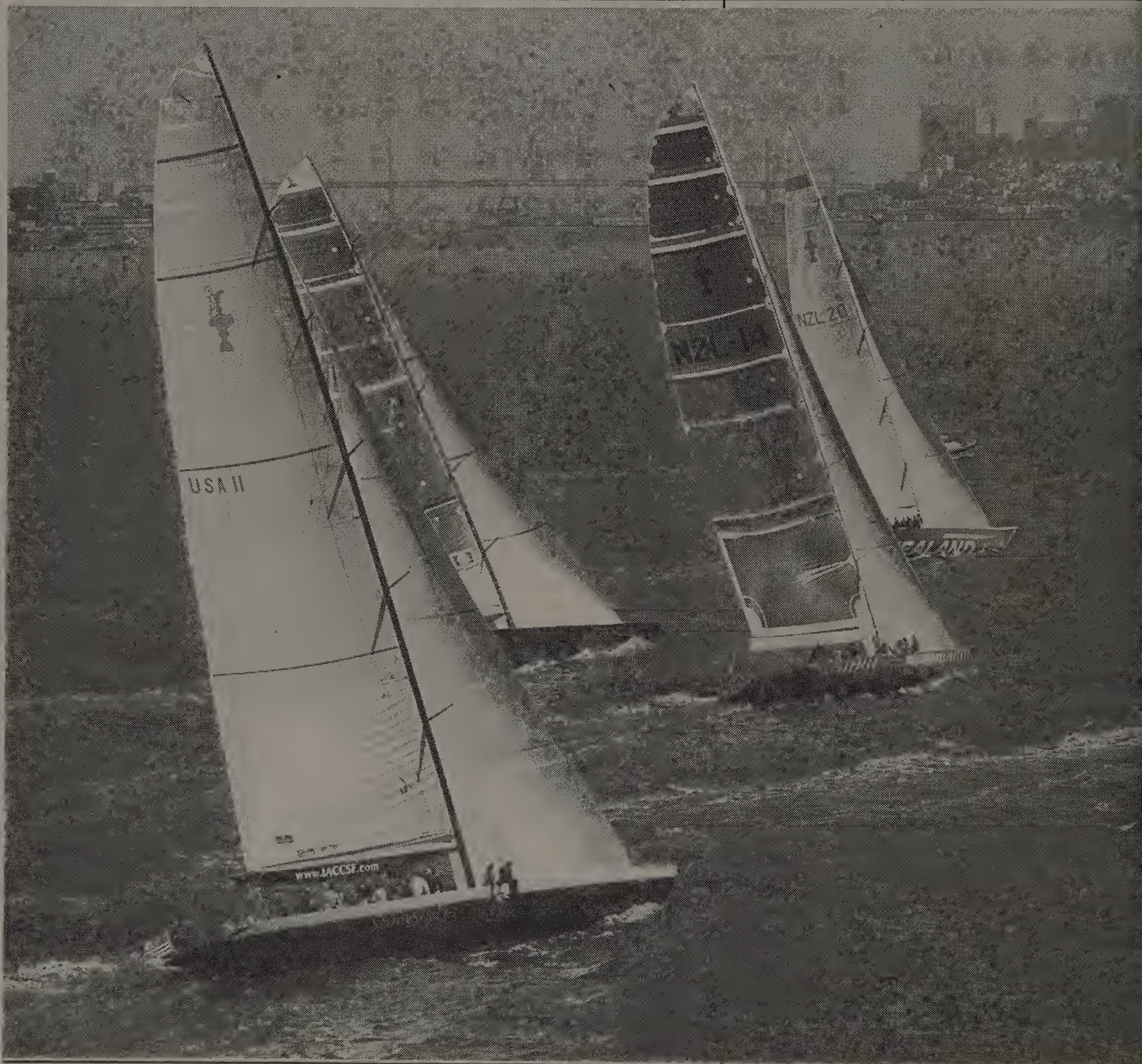
Past that, the SC 07's low profile will continue one more month, with no official announcements being made of the team name, who the sponsors are, or who's been picked to sail on the boat. Sweeney admits

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## sf marina

The 2004 BBS taxed the Harbor to its limits. There was virtually no empty space. That means when major events take place, there is no room for visiting boaters to tie up due to the current harbor's limitations. Granted, the renovation reconfigures the berths (see *Latitude*, January 2004), but guest berthing should be seriously looked at in the design phase with these situations in mind.

The St. Francis estimates that about 1,000 people a day watch some of their events, and they are aware of the impact





## — cont'd

these events have on the neighborhood, both from the financial and hassle angles. The direct benefit hasn't been quantified, but given what boat crews eat and drink, it can only be imagined. That element alone should put the merchants in favor of the plan, but I can't remember anyone ever hearing from them.

Maybe the City will rise to the occasion to help get this project done within a reasonable budget and timeframe.

But . . . I already said that last year.

— bill belmont

## sausalito challenge — cont'd

that part of this is just how the PR machine works: "AC management wants everybody to announce their crews at the London Boat Show in January, so we're trying to accommodate that." He does allow that all the crew are Americans and that he is "open to the idea of having women aboard." There will definitely be at least one of those: Kleinjan, who put up the initial money to get the team off the ground and is technically the owner, will run the traveler. Sweeney says he will probably also wait until the end of January to announce his sponsors.

Both Sweeney and Kleinjan are local entrepreneurs among whose sailing-related projects have been Sailing Billboards and the high-visibility International America's Cup Class of San Francisco (IACCSF) program, whose clever premise was racing for 'off duty' or retired IACC yachts. Through this project, which saw as many as seven boats racing in a summer-long, three-event series, the Bay is now home to more old IACC boats than any other place in America. (A handy 'plus' for the *Sausalito Challenge* is that they already have a lot of boats and related equipment — even the crane — that can be shipped to their pen in Valencia.)

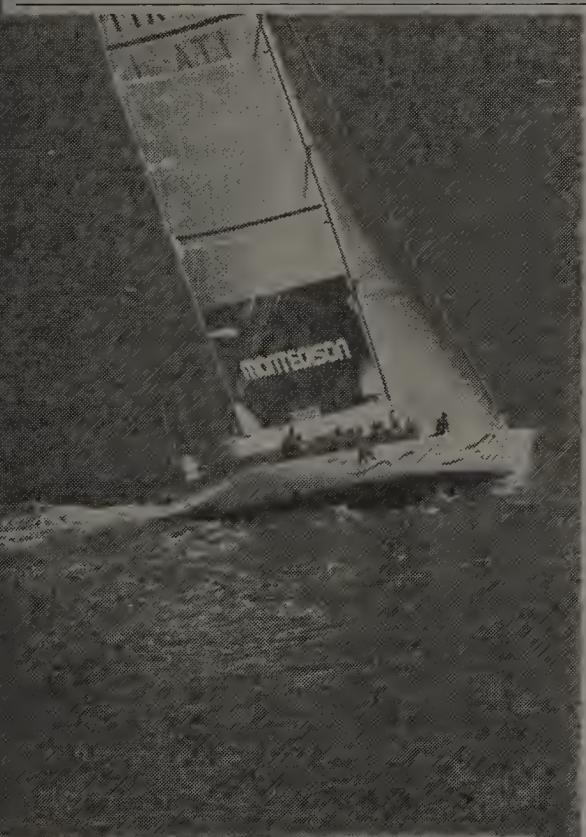
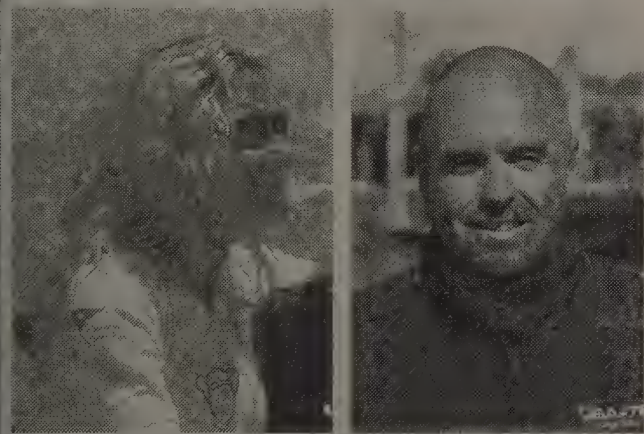
SC 07's founder was only a little less secretive about the team's boat-to-be, except to say that Kiwi John Morgan, who worked for *Team New Zealand* in 1995 (when they beat Dennis Conner on *Young America* off San Diego) will head the design team. A boat that Sweeney described in an earlier interview as "going down a whole different path" will begin construction next December at Dave Hulse's Novis Composites headquarters in Ohio. Launch — in San Francisco Bay — is scheduled for April, 2006. The challenger elimination races for America's Cup 2007 start off Valencia in April, 2007, and the actual best-of-seven Cup series is in June.

In the meantime, Sweeney and Kleinjan have lots of work to do ashore and afloat. They've already put their IACCSF racing series program on hiatus through at least the end of the Cup races to focus on the business at hand. One of the next immediate orders of business is buying a Version 4 boat to start racing this spring. (Version 4 boats are the IACC yachts that raced in the last Cup. The next Cup will be raced in Version 5 craft, whose design parameters have been tweaked to, among other things, allow more sail area and an additional crewman.)

As you've probably read, the new regime in AC racing is a series of 'Acts' — week-long race programs in which boats can earn points that they can carry into the official challenger series. There were three of these in Europe in 2004, and at least that many are scheduled in 2005 and 2006. A syndicate is not required to take part in the Acts, but obviously, at this level of play, every point counts. So the *Sausalito Challenge* has been boat shopping lately. At this writing, they've narrowed the choices down to four available boats. "We just have to figure out which one will be best for us," says Sweeney.

For the record, no one-boat IACC team has ever gotten closer to the America's Cup than the challenger series semi-finals. Yet. And Sweeney admits that his \$70 million pales in comparison to the estimated \$200 million warchests of juggernauts *Alinghi* and *BMW/Oracle*. But one-boat teams do offer good bang for the sponsor buck. And there's lots to be said for a team that actually plans to launch and sail their boat in their home waters (not done here since *Blackaller* did it in the mid-'80s) — and plans to have their compound in Valencia open to the public all the time. Plus, Sweeney himself has worked in four America's Cup syndicates and sailed for two, so he knows the terrain on and off the boats. Perhaps most thought-provoking of all — the *Sausalito Challenge* has already shown that they think way outside the box. Seems to us that type of behavior gave the world the winged keel, wrested the Auld Mug from American shores for the first time in 130-some years and put this whole dang America's Cup business on the public map in the first place.

We wish Tina, John and all of the *Sausalito Challenge* 2007 folks the best of luck, and hope to bring you regular updates on the team as we learn them. Until then, please visit their website at [www.sausalitochallenge.com](http://www.sausalitochallenge.com).



John Sweeney and Tina Kleinjan (insets) brought you International America's Cup Class racing on the Bay. Now they're setting their sights on pursuing the real Auld Mug.

SAUSALITO CHALLENGE



# SIGHTINGS

## 'river rats' about to be exterminated in contra costa county's delta waters?

As California becomes ever more urbanized, it's having a big effect on the rural — and less-closely regulated — areas of places like Contra Costa County. These effects are being felt on the county's Delta waters as well as on land, and therefore may have a huge impact on so-called 'river rats' — folks who live on permanently anchored-out boats.

The continuing urbanization of the state has also had a big impact on individuals. Many folks have been forced out of cities by the high prices and or intense pace of life. Some of these people have sought refuge in less-expensive and less-regulated Bay Area regions — such as rural Contra Costa County. We're told, for instance, that a number of illegal communities have sprung up in the county, such as at Salisbury Island, where people live in all manner of structures — most of which don't have permits and would be in violation of most of the building codes.

Similarly, a number of 'river rats' have taken up permanent residence on county waters. Some live on boats that are in generally good shape and have all the safety, navigation, and sanitation gear. Others live on large — even multistory — amateur-designed-and-built structures erected on pontoons or old houseboat hulls. Most of these wouldn't pass building codes or a marine survey. Then there are those who live on near-derelect pieces of junk that are one hungry worm from slipping beneath the surface.

Contra Costa County has been going after the illegal communities and structures on land for a couple of years. It now appears they may soon be going after the river rats, too. A number of years ago, people from the Contra Costa boating industry and community started getting after the county's board of supervisors to do something about all the abandoned boats littering the shores of the Delta, some of which created navigation hazards and/or had polluted the water with gas or diesel. Thanks to three years of work on the part of Supervisor Federal Glover, they may be closer to getting what they want, but also something they didn't ask for or want to deal with: a way for the sheriff to get rid of the river rats.

The legislation is called the Vessel Sanitation and Mooring Ordinance, and it has three primary goals: 1) Combat water pollution caused by human sewage; 2) Make people who abandon boats responsible for the costs of removing them; and 3) Make it difficult for people to 'squat' on their boats for long periods of time. Under the terms of the ordinance, people indefinitely living on boats attached to county-permitted docks or marinas are not squatting.

All but the most extreme members of the boating community are in favor of combating water pollution and making people who abandon boats pick up the costs. But many of them are leery of — if not vociferously opposed to — restrictions on the amount of time people can keep their boats at anchor in county waters.

As best we can read the ordinance — and its lack of clarity is another bone of contention — the limit for living on a boat anchored in Contra Costa waters would be 30 days. And this is based on the assumption that the vessel: 1) has a Coast Guard-approved marine sanitation device or onboard sewage system that prevents the overboard discharge of human waste; 2) is capable of self-propelled navigation; 3) does not obstruct navigation; and 4) is moored in compliance with all state and federal laws.

This means folks from the Bay who are used to anchoring their boats in the Delta for months at a time would now have to move out of Contra Costa County waters after 30 days. This may involve nothing more than moving a couple of boatlengths to the waters of San Joaquin or Sacramento counties. There is no mention made of how long such a boat would have to stay out of Contra Costa waters before being legally allowed to return. Three hours? Three days? Three months?

In reality, we'd bet a nickel that if you had a fairly nice boat with the requisite gear, you could keep your boat anchored in Contra Costa waters almost permanently and you'd never be hassled. It's the so-called squatters with near-derelect and unsafe boats, with no sanita-

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## baja ha-ha boat

"Baja Ha-Ha participants and members of the sailing industry might be interested in the results of a survey we took of 139 skippers in Bahia Santa Maria," says Ha-Ha Honcho Lauren Spindler. . .

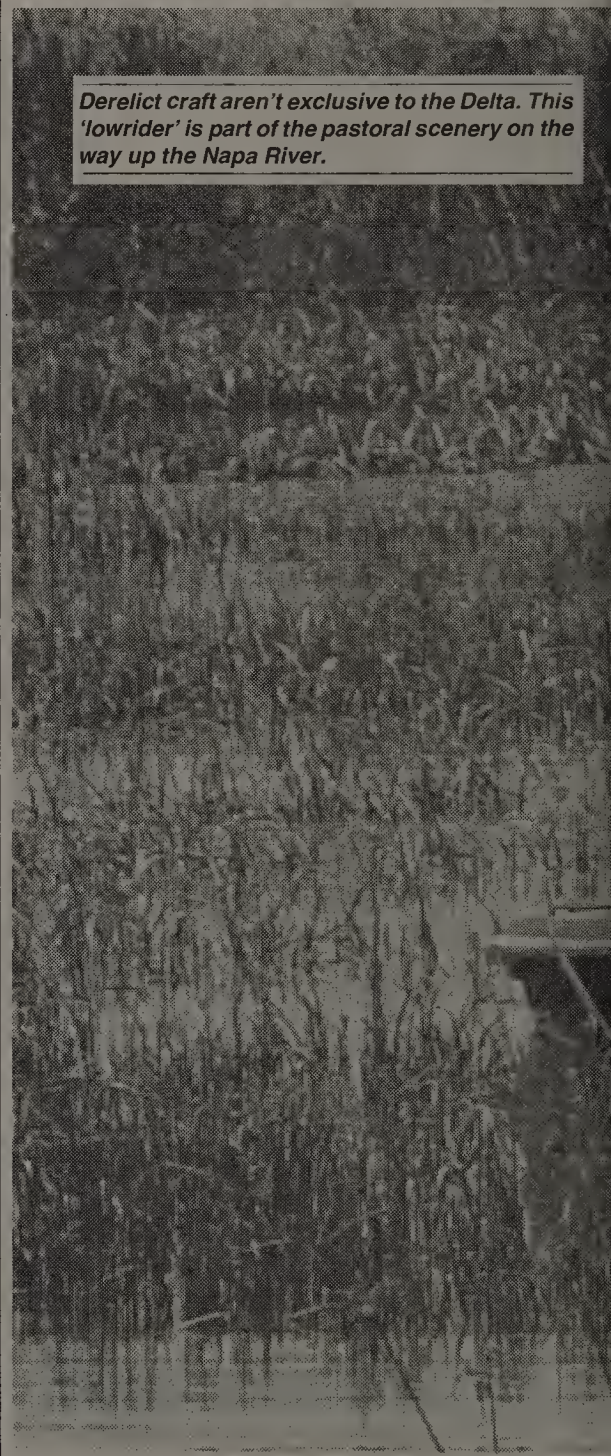
\* Average boat size — 41.5 feet.

\* Average value (as estimated by owner) — \$206,000. (Least expensive — \$15,000; Most expensive — \$1,000,000)

\* Percent of participants listing the Ha-Ha as their first significant trip — 76.

\* *Apres Ha-Ha* plans — 9 boats were doing only the Ha-Ha; 22 plan to 'commuter cruise' in Mexico for the winter season; 26 plan to cruise for one season only in Mexico; and a surprising 80 skippers

*Derelect craft aren't exclusive to the Delta. This 'lowrider' is part of the pastoral scenery on the way up the Napa River.*





## owners spend millions

said they plan to spend more than one season in Mexico or beyond.

\* Average invested in the event — \$35,000. (Most invested — \$450,000.)

\* Average time spent "preparing for the Ha-Ha" — three years.

\* Most common items purchased for the Ha-Ha — electronic charts (46); sails (46); GPS (41); EPIRB (37); insurance (32); liferaft (30); watermaker (29); anchor(s) (29); outboard (26); SSB/ham radio (26); weatherfax (22); generator (21); dodger-bimini (21); dinghy (20); Satphone (19); autopilot (19); radar (17); anchor windlass (12); new prop (12); refrigeration (9); windvane (4).

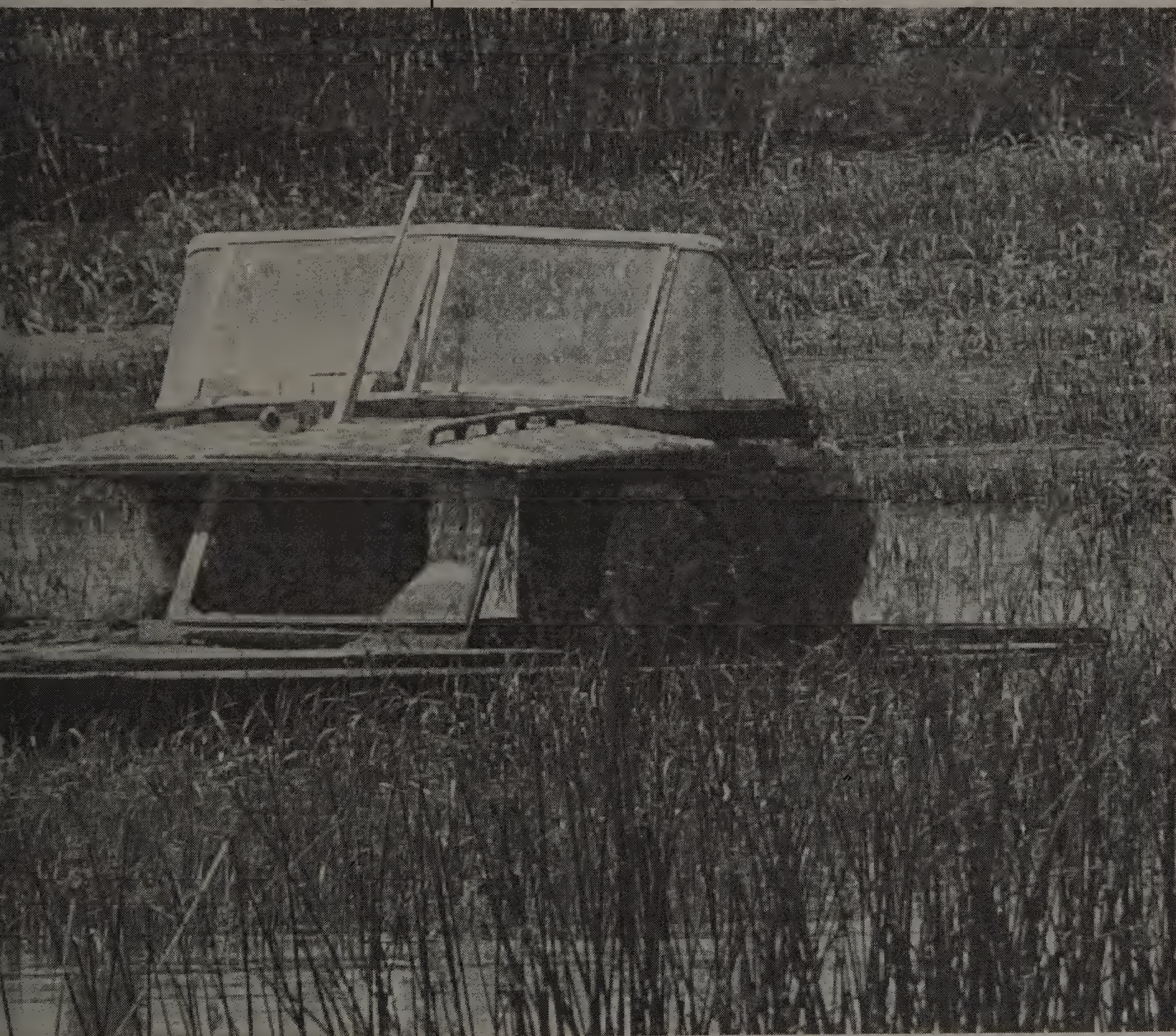
## river rats — cont'd

tion devices, that the county is trying to get rid of.

We at *Latitude* are for clean water, boatowners being held fiscally accountable for abandoning their boats, and people being able to spend as much time as they want at anchor. The latter, of course, is predicated on those boats being safe for occupation and navigation, and having an appropriate way to dispose of sewage. It's worth mentioning that the Hamble River near the South Coast of England has no less than 3,262 boats anchored or moored out in one six-mile stretch.

'River rats' claim that it is their "inalienable right" as Americans to live on their boats at anchor for as long as they want. They may have a case. As we understand it, all navigable waters have to be free for navigation, and there is a statute that defines being anchored as an act of navigation. Bring on the lawyers.

The proposed ordinance comes before the Board of Supervisors on January 18. If you wish to make a comment to Supervisor Glover, his office can be contacted at (925) 427-8138.



LATITUDE/RICHARD



# SIGHTINGS

## short sightings

**ADELAIDE, AUSTRALIA** — The Adelaide Sailing Club voted to hold the Cadet Worlds as planned on December 29, in spite of a horrific fatal shark attack that occurred nearby only two weeks before. On December 16, 18-year-old Nick Peterson was wakeboarding behind a motorboat off the Henley Sailing Club, only a couple of miles up the coast from ASC — when he fell and, according to reports, was ripped apart by a great white shark estimated to be 18 feet long.

"To my knowledge, there has never been a shark attack on a sailor," noted ASC Commodore Hubert Tucker. Nevertheless, race management teams had put a number of extra safety strategies in place for the regatta, including extra powerboat and helicopter patrols, new procedures for getting people in capsized boats out of the water faster, and maximized liason with fisheries, police and sea rescue agencies.

The 12-ft three-person Cadet has been a mainstay of junior sailing in Australia for decades. It was not known if any of the 80 boats scheduled to race in the end-of-year midsummer series withdrew because of

continued on outside column of next sightings page

## the 2005 norcal

Even to the initiated, the Bay racing scene is an alphabet soup of events. Fortunately, we've got just the 'spell checker' for you — the *2005 Northern California Sailing Calendar and YRA Master Schedule*. Armed with this weapon of mass instruction, you will no longer be mystified (well, *as* mystified) trying to figure out who all those various fleets are sailing around out there every weekend. Plus — perhaps mainly — it will make it much easier to plan and participate in racing yourself.

In addition to a monthly list of races and special events for the year, the *Calendar* contains a Central Bay course chart, YRA's sailing instructions, basic tide and current charts, contact numbers





## sailing calendar

for local yacht clubs, and lots more. Like the wind and this magazine, the *Calendar* is free to Northern California sailors. We encourage everyone who uses or appreciates the *Calendar* to support the advertisers who make it possible.

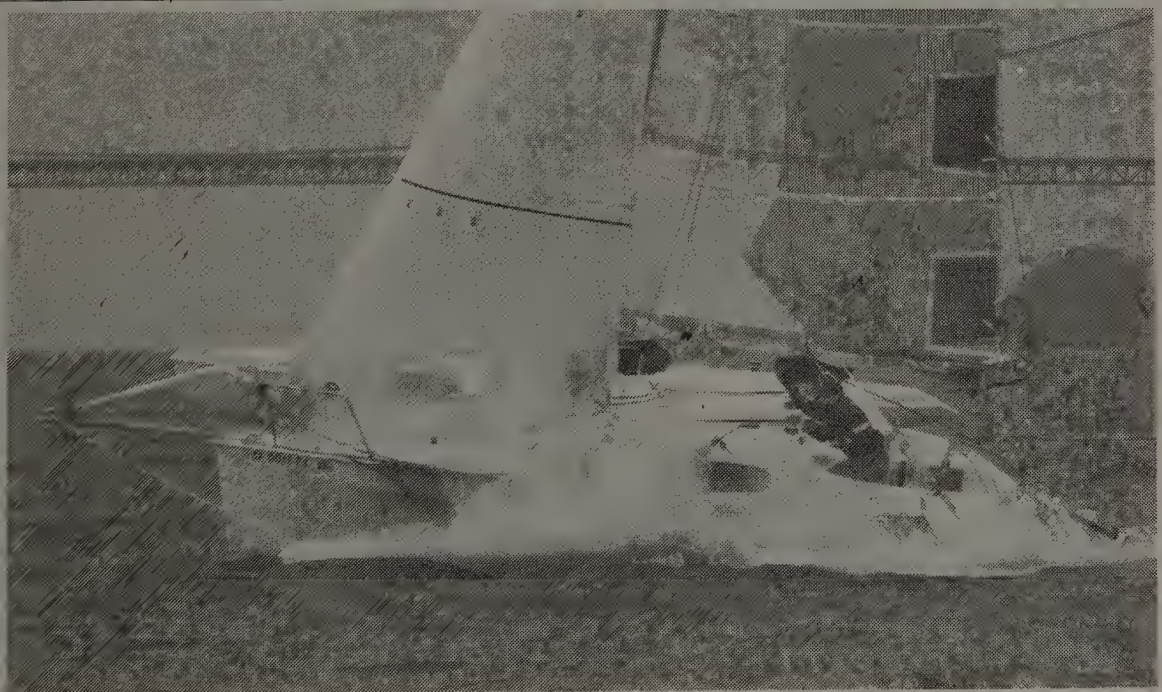
Where can you get a hold of one? Well, if you don't see one where you normally pick up your magazine, you can come by our office in Mill Valley and pick one up for free – or send us your name, address, and \$5 to cover postage and handling, and we'll send one out to you. Like all good things, they do go fast, so don't wait too long. And please, don't take any more copies than you or your racing friends can use.

## shorts — cont'd

parents or kids concerned about the attack.

**ANCHORAGE** — Dramatic stories of rescue at sea often overshadow the role of the Coast Guard men and women who make them. It takes an 'extreme' incident like one off Alaska last month to bring home the danger the Coasties face in these search-and-rescue missions, and the dedication and skill they bring to bear in carrying them out. On December 9, the Coast Guard got a call from the Malaysian-flagged bulk carrier *Selendang Ayu* that the 738-ft ship had lost power and was adrift in heavy weather off Unalaska Island in the Aleutian chain. A tow was attempted, but the ship eventually grounded and broke in half. Fourteen of 20 crew were safely taken off by helicopter, but on the last flight, the Coast Guard Jayhawk helicopter crashed into the stormy seas. All three of the helicopter crew and one *Selendang* crewman were rescued by a Coast Guard cutter, but five of the *Selendang's* crew were lost in the 46-degree water. Complicating the operation was the fact that, at this time of year, Alaska gets only six or seven hours of 'twilight' a day.

One last glance in the rear view mirror — our favorite 'looking good' photos of 2004.





# 2004 — THE YEAR



KURT BRAUN

*The sealife is lovely in the Tuamotus.*



*Pamplona isn't the only place with a running of the bulls.*

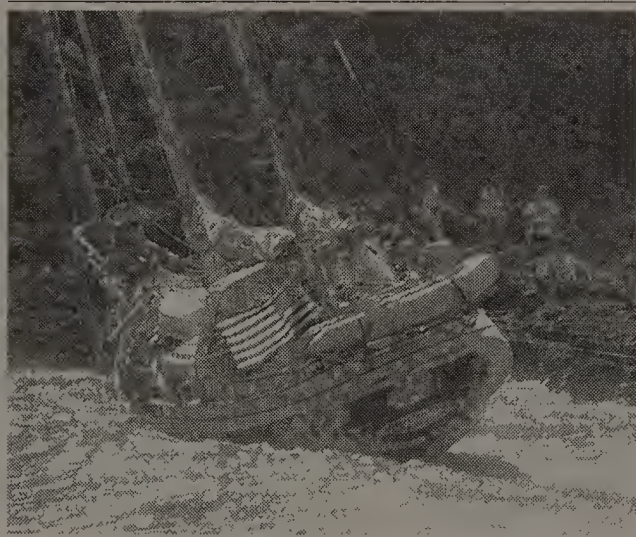


*Fair ladies 'Bolero' (left) and 'Baruna' in their big 1960 matchup.*



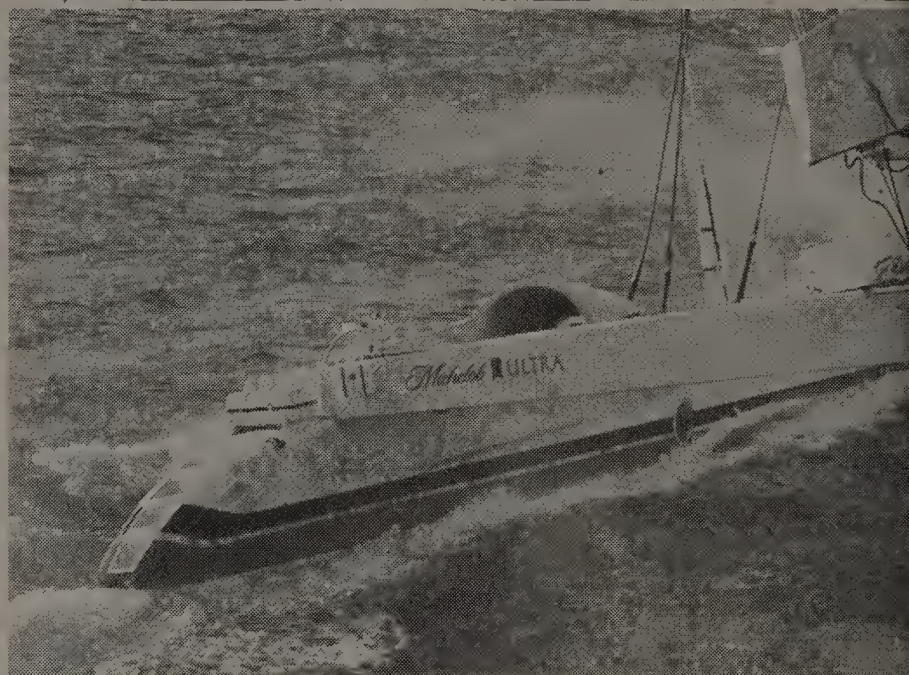
JOHN SKORIAK

*Owners John and Flip Allemand, 89 and 87 respectively, closed their boatyard after nearly 60 years "so we can do other things."*



KATHY BABCOCK

*'Chrokeva' on the hard in Mexico. She was pulled off to sail another day.*



Looking back, it seems like 'bigger and better' was the overriding theme of sailing in 2004. It started in **January** when we covered the first sea trials of Roy Disney's newest *Pyewacket*, an 86-ft, canting-keel maxi. Also in January, we looked briefly at the potentially bigger and better America's Cup 'Version 5' boats, which will be lighter, carry more sail and have one more crew. Closer to home, we ran a piece on an all-female charter crew sailing *Alaska Eagle* from Hawaii to San Francisco, along with the revelation that men are not really big muscular brutes — they're just "quicker to respond." Speaking of male response, Kirk and Catherine McGeorge cautioned readers against overindulgence at those New Year's cruisers' parties. A bit too much champagne at the one last year resulted in the birth of their son Stuart in September. **February** seemed to be 'records month,' as we noted a new boardsailing speed record of over 50 mph, and the departure of three maxi-multihulls on round-the-world record attempts. Only one, Steve Fossett's *Cheyenne* (ex-*PlayStation*) would succeed. We also noted the launch of *Seayanka*, the Cal 46 bare hull built over three years into a world-class cruiser by Erik and Katriana Vader, who chronicled the trials and tribulations of the process in the pages of *Sightings*. Alas, along with happy beginnings came sad endings. Sven Svendsen built his last Folkboat, the historic Allemand Brothers boatyard in San Francisco closed its doors, and the once-famous double-ender *Stornaway* was broken up and scrapped. Rounding out the issue was mention of a harrowing nightlong rescue in subzero weather in the former Soviet Union, after a truck trying to cross a frozen river broke through the ice and sank. Nobody was hurt in the incident, and the soldiers successfully retrieved all 10 tons of beer the truck was carrying.





COURTESY GALLIVANTER

Kirk McGeorge, with new son 'Champagne Stuart', urges boaters to drink responsibly.



NEWPORT HARBOR NAUTICAL MUSEUM

One of the great boats and photos of West Coast sailing — 'Goodwill' finishing the '53 TransPac.



COURTESY RAY JASON

'Sea Gypsy' Ray Jason and... oh no, not again — this guy is everywhere!



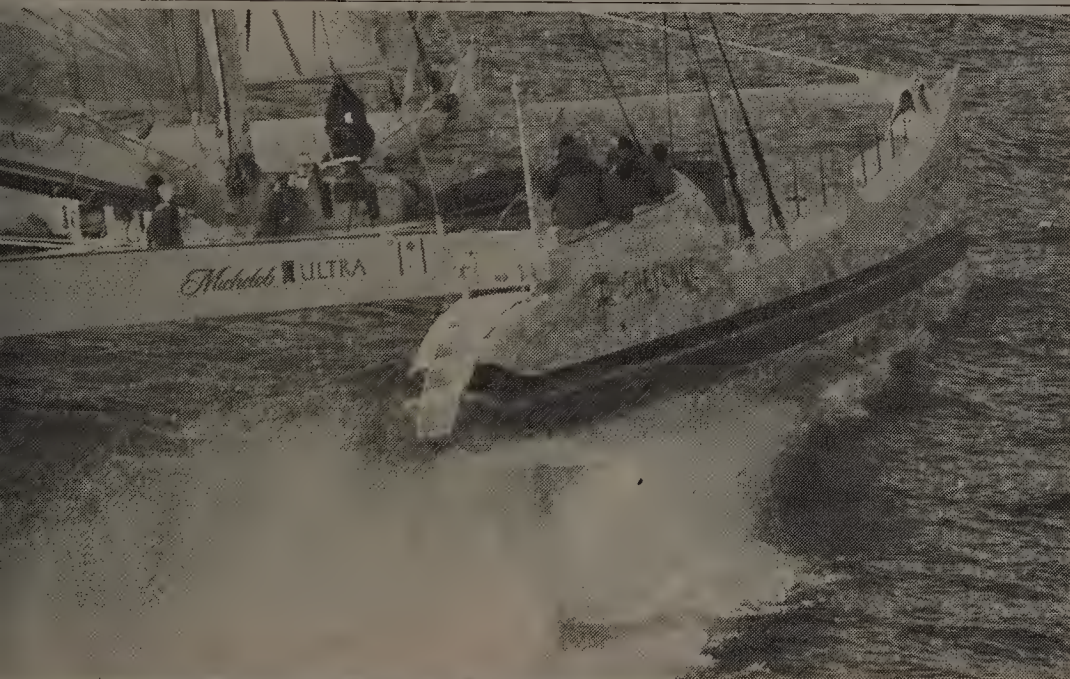
COURTESY ALASKA EAGLE

Flying like an eagle — 'Alaska Eagle's all-female delivery crew.

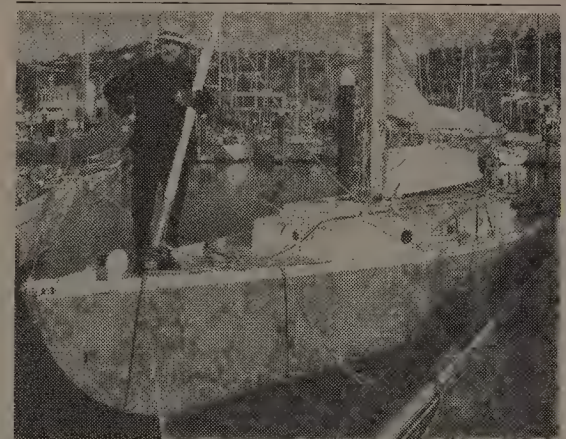


All ahead, warp 10, Mr. Sulu — Steve Fossett's mighty 'Cheyenne' starts her record-breaking round-the-world run.

Roy Disney's latest 'Pyewacket' — a whole new breed of cat.



CLAIRE BAILY/KOS PICTURE SOURCE



90-year-old Doc Mebine still sails three times a week on a boat he bought in 1939.

Topping the headlines in **March** — all over the country — was the story of Chippie the sea lion. The 300-pound pinniped first turned up near I-5 in central California, miles from the ocean. He gained his name by jumping onto the trunk of a CHP cruiser and going to sleep. Found to have a bullet in his head, he was remanded to the local Marine Mammal Center for a few weeks of R&R. By the time he was released back into the wild, Chippie had a nationwide fan club and his own website. And speaking of rescuing marine mammals, perhaps the feel-good story of the year was the account of a group of dive charter operators in Mexico who risked life and limb to cut a fishing net off a swimming humpback whale. Elsewhere, we interviewed the erascible Caribbean cowboy Jim Greene, outlined the useful pencil roll index (PRI) for rating anchorages, and told the hilarious story of Frank the porpoise — who wasn't really a porpoise but sure acted like one. **April** kicked off with a bit of old and a bit of new. The former was a short treatise on the 'big four' yawls that ushered in the maxi age — *Baruna*, *Bolero*, *Audacious* and *Escapade*. The latter was *Convergence*, West Marine founder Randy Repass's new Wylie 65, which appeared that same month at the Pacific Sail Expo show in Oakland. Elsewhere, there were features on the gone-but-not-forgotten schooner *Goodwill*, and the 'extreme makeover' of the Manzanillo Race, which returned after a 10-year hiatus complete with new boats, new records and the best sailing conditions in recent memory. Max Ebb noted a pregnancy drug for morning sickness may also work — in both men and women — for seasickness. Rounding out the issue was an expanded *World of Chartering* containing our annual review of the more than 250 sailboats available for charter in the Bay Area — along with our usual amazed comments on how few locals go out on them.



# 2004 — THE YEAR



BILL TEFLOW

'Chubby' visits Sawyer Glacier in Alaska.



Symmetry at J/Fest.



GREG ALTMAN

'Contender' rolls and sinks. Other fishing boats rescued most of her passengers.



America has lots of tree huggers. In Cuba, they hug dolphins.



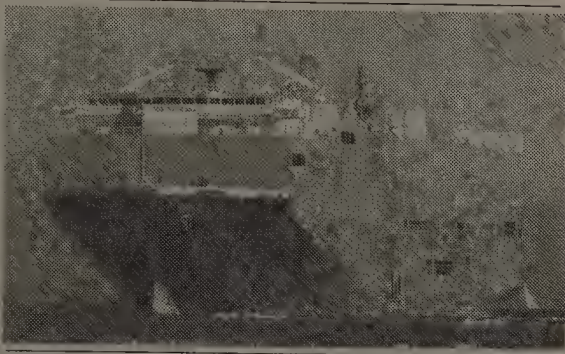
NOEL GAUDINAT

The rigors of the cruising life: 'Laia' anchored off Marseilles.



We've heard fish stories before, but none like the one that ran in the **May** issue. In big boat sailor Hogan Beatie's encounter, the fish caught *him* — a barracuda jumped out of the water and bit a chunk out of Hogan's midsection that required 50 stitches to close. Hogan claimed his slight beer belly saved him from serious injury. Elsewhere, we chronicled the revitalization of two different 36-ft classes: the Islander 36s, which are currently fielding more boats in races than they did in their heyday in the 1980s, and the even older L-36, the last production wooden boat and first cousin to the Cal 40. Then we reunited with Bill Teflow on his latest 'incredible journey' aboard the 19-ft West Wight Potter *Chubby*. Two years ago, Bill sailed her to and around Hawaii. In May (and June), he chronicled several months of sailing the tiny boat up Alaska's inside passage. Finally, what cruiser hasn't thought about writing a book about their cruise? Author Sue Knecht put together an informative piece on why and how she did it — and why you should, too. Perhaps the most amazing sinking footage ever published in our pages appeared in the **June** issue. It was of the fishing boat *Contender* dumping 28 people in the water before going down off Ocean Beach. Another sinking piece (and feeling) in June was of the historic gaff sloop *Freda*. The West Coast's oldest recreational yacht, built in 1885, went down at her slip. Fortunately, she was raised and acquired by a foundation which plans to start a complete restoration soon. Out on the Bay, we put together a photo collage of a wild and crazy day aboard the Olson 25 *Clean Sweep*. And back ashore, during our annual *Springtime in the Boatyards* feature, we learned that some partnerships work very well — even when there are five partners and one 32-ft boat.





Small boats should not mess with big ships. This one hit the Richmond Bridge trying to avoid a collision with a sailboat.



'Clean Sweep' left skid marks all over the Bay.

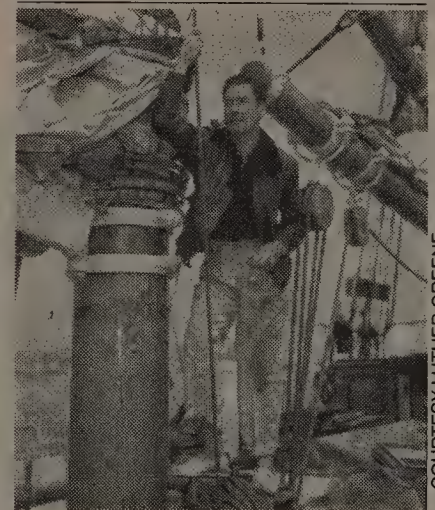


'Mari-Cha IV' — she came, she saw, she conquered.



COURTESY MISCHIEF

The little one that didn't get away.



COURTESY LUTHER GREENE

Always the swashbuckler — Errol Flynn aboard 'Zaca' in 1946.

Call him Ishmael. That would be Dirk "Ishmael" Husselman, whose doublehanded C&C 110 *Xpression* smacked into a whale during the Coastal Cup. In our **July** issue, Dirk reported that "The whale emitted this high-pitched sound like he was angry," — and then started beating on the boat with his tail! Fortunately, it wasn't Moby Dick IV, and our heroes lived to tell the tale, bent stanchions and all. Other stories in this eclectic midsummer issue included *Sightings* pieces on a pirate attack on cruisers, a promising new one-time check-in procedure in Mexico (don't hold your breath), a dismasting far offshore, and the completion of a documentary film on the Sausalito-built 118-ft schooner *Zaca*, which currently lives in the South of France. Features included coverage of the Master Mariners Regatta and Delta Ditch Run, our semi-annual *Perfect Daysail* revisited, and an interview with the Edwards family, who recently completed a five-year cruise aboard their 53-ft catamaran *Rhapsodie*. By **August**, we were back to the bigger and better theme, reporting on a new Pacific Cup record set by one of the newest and biggest boats ever to do the race, the mighty 140-ft super-maxi ketch *Mari-Cha IV*. Her 5-day, 5-hour trip is not likely to be bettered by a monohull any time soon. Over in the concurrent Singlehanded TransPac race, we found a bit of counterpoint as the oldest boat in fleet — Phil MacFarlane's 1971 Ericson 35 — took home top honors. In the 'really big' department, there was an article on the launching of *Athena*. At 252 feet and 220 tons, the aluminum three-master is the largest private sailing vessel ever built. Rounding out the issue were items on small boat/large ship encounters (don't try this at home), rogue waves (yes, Virginia, they're real) and a homeward-bound cruiser who reported, "It's been Sunday here for two days," after crossing the International Dateline.





Alameda's Bruce Schwab aboard 'Ocean Planet.' He's in lots more wind right now.



Dennis Conner's lovely 'Cotton Blossom II' at her rechristening.

COURTESY DENNIS CONNER SPORTS



The mark that didn't get away.



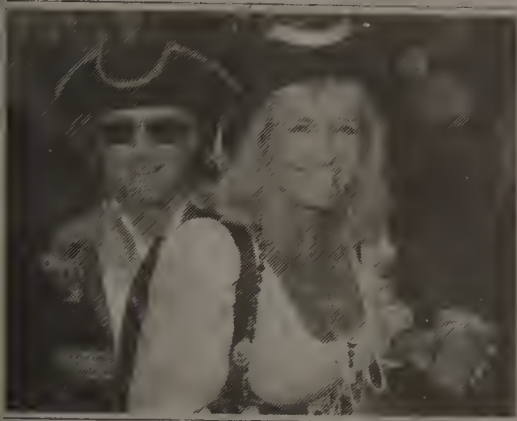
Pick-up sticks. The aftermath of hurricane Ivan at Spice Island Marina in Grenada.



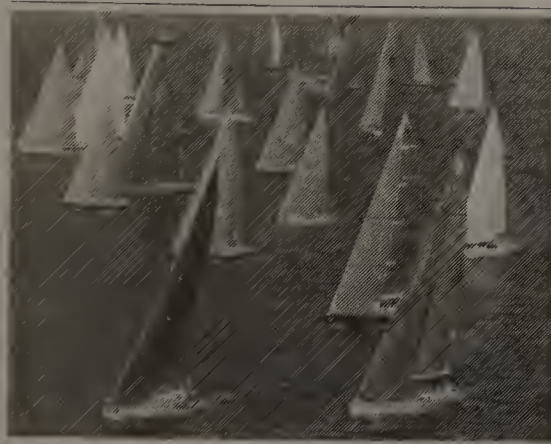
Freaky Friday — 'City Lights' lights the afterburners during one of the windiest Big Boat Series races in memory.

"September, we'll remember," went the line of an old Simon and Garfunkel song. And our September issue was nothing if not memorable. It kicked off with a retrospective of the 1984 Big Boat Series, perhaps the greatest BBS of them all. In *Sightings*, sailors returning from Pacific Cup 'remembered' some hairy and hilarious tales for us, including a dismasting, parachuting medics and another whale collision. And speaking of collisions, during the Summer Keelboat Series on the Berkeley Circle, we witnessed more boats hitting or snagging marks in one day than in the past five years. The ensuing chaos still has us chuckling. Other late summer news included a new 24-hour record of 703 miles by Bruno Peyron's new 120-ft cat *Orange*; the Puddle Jump fleet (most of which would take a week to sail that distance) sounded off about their hellacious or heavenly passages — there was little in between — to the South Pacific; and the news that a talented group of Americans cleaned up at the 505 Worlds in Santa Cruz, sweeping the top four places. . . **October** began with a wrap-up of the sailing portion of the Athens Olympics — congratulations to Paul Foerster/Kevin Burnham (gold, Men's 470) and John Lovell/Charlie Ogletree (silver, Tornado). The rest of the team's poor showing inspired sailor/entrepreneur Philippe Kahn to found a new program to train 2008 Olympic sailors. And you know how we said the '84 Big Boat Series was maybe the best ever? Well, never mind. The '04 version was pretty dang exciting too, particularly on 'windy Friday' when it blew 25-30 knots — or more — the entire afternoon. Bringing it home, Lee and Max argued the fine points of sailing inflatables, the 18-ft skiffs tore the Bay to ribbons and our racing editor recounted a dream vacation sailing in the Rolex Swan Cup out of Porto Cervo, Sardinia — *la dolce vita*, indeed!



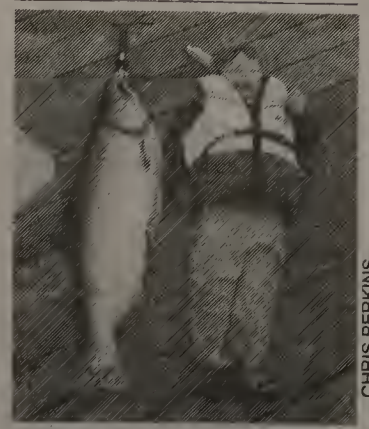


Buccaneer Days at Catalina.



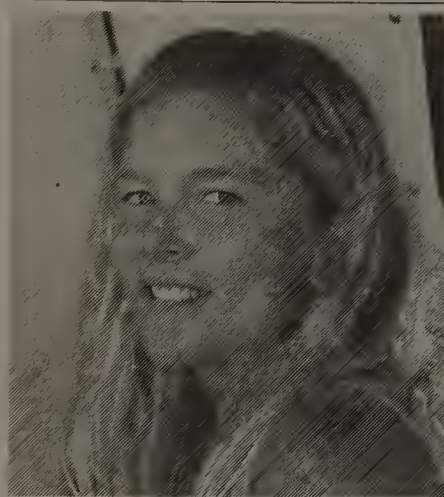
CARLO BORLENGHI

A flock of Swans off Sardinia.



CHRIS PERKINS

Catch of the day — Charlie and the tuna.



JOHN NASH

Forget those 'Endless Summer' guys. Liz Clark plans to surf and sail around the world.



Alex Thompson's Open 60 'Hugo Boss' looked invincible here, but had to retire from the Vendée in December with a hole in her deck.



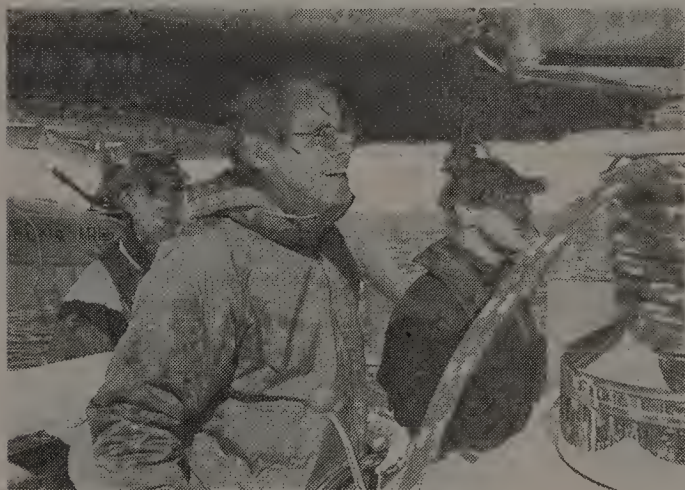
It was standing room only aboard Baja Ha-Ha mothership 'Profligate' for the first annual Pusser's Rum tasting.

**November** — Phew! Weren't you glad the elections were *finally* over?! We would have written in Daffy Duck rather than endure one more day of ranting. But just as a bunch of new/old political races were decided, so too were a bunch of on-the-water races. The season champions of YRA's various one design and HDA classes duked it out to decide their respective kings of the hill in the Yankee Cup/Champion of Champions. The International Masters Regatta drew the old guard (skippers have to be 60 or older, crews 45 or older) from around the country to the Bay for a year's worth of bragging rights. John Jennings, a Florida chiropractor (and former Mallory Cup and Prince of Wales winner) took home the gold, but Ted Turner got the most attention. The outcomes of at least eight other National Championships were detailed in the issue, along with all the summer beer can series. Interspersed with all that hard work was a healthy dose of fun, too, as we crashed the Buccaneer Days party at Catalina, watched Commodore Tompkins saw a brand new dinghy in half and marveled at Dennis Conner's newest project — the breathtaking restoration of the 49-ft Q-class yacht *Cotton Blossom II*, which looked better at her re-christening in San Diego than she did at her launch in 1924 in Norway. . . What can we say about **December** that we didn't say, well, last month? Randy Repass checked in with an update on his South Pacific cruise; Ellen MacArthur took off on her round-the-world marathon; and the Bay's own Bruce Schwab took off from France as part of the 20-boat Vendée Globe fleet. The last issue of 2004 went out, as always, on the high note of another, yes, bigger and better Baja Ha-Ha Cruiser's Rally. All in all, it was a great year. Thanks to all of you — particularly our terrific advertisers (please support them, folks!) — for making it all possible. Have a great 2005!



# BUOY'S NIGHT OUT

I've been around boats and worked in marinas for decades, so I know that 'stuff happens' offshore. However, what happened to us on my Moorings 4500 catamaran *Jet Stream* on November 12 while on our way from Virginia to the British Virgins, was the biggest 'stuff



ALL PHOTOS 'JET STREAM'

**Spirits were bright as Capt. Tim (center) and his crew headed offshore with the Caribbean 1500 fleet.**

that's ever happened to me at sea. Thankfully *Jet Stream* was not badly damaged and none of her crew were hurt. Both had been possibilities, because we slammed into a very large unlit weather buoy at night, putting a big hole in one bow. Even now, more than a month after the incident, I'm still somewhat stunned by what happened.

Like the 23 other entries in this year's West Marine Caribbean 1500, our start was delayed three days due to rough weather off the East Coast of the United States and by a tropical system brewing down by the Virgin Islands. But when we left, we had a reasonably good forecast. We'd have to motor the first few days in order to get far enough to the southeast to avoid the worst of an impending nor'easter, which was expected to pack 20 to 40 knots of wind on the beam all the way to the finish.

I was confident because we had an excellent crew. In addition to Marsha and myself, we had Ha-Ha vet Mike Hibbetts of the now-Houston-based CT-49 *Orion*, and Buck Crowley of Petaluma. When Buck was a pup back in the '70s, he crewed extensively for sailing legend Don Street in the Caribbean and across the Atlantic. He moved to

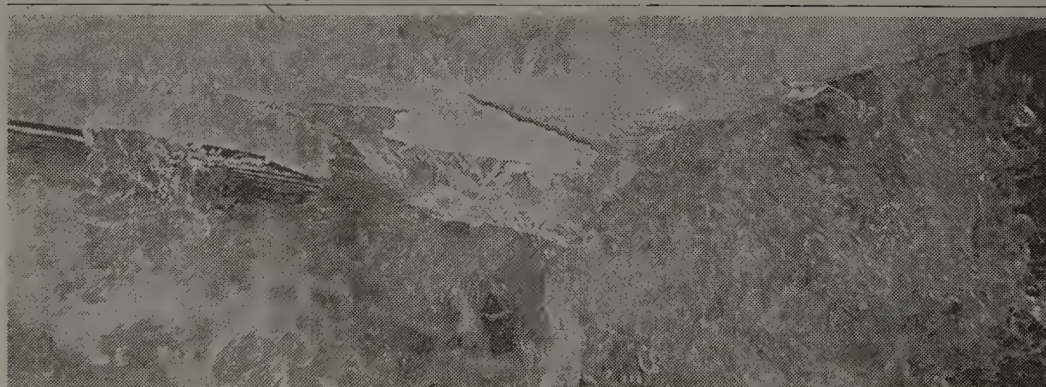
Petaluma in the '80s, where he became a superb carpenter — particularly on his own boats — and a contractor.

We had easy going for the first two days of the Caribbean 1500, and kept a constant visual watch — which is in complete contrast to my singlehanding days aboard my Hunter 33 *Casual Water*. The main watchstander aboard *Jet Stream* sits in the helmsman's seat, as it's the only place on the Moorings 4500 that has really good visibility forward. And we always have a backup watchstander resting in the cockpit or salon.

I came on watch at about 10 p.m. on the 12th, our second night out, after we'd made a smooth crossing of the Gulfstream and were enjoying milder weather. Since we were approximately 150 miles northeast of Cape Hatteras, we knew that the NO-MAD weather buoy #41001 was in the vicinity. But because the buoy — which is 18 feet in diameter and almost as tall — is anchored in water nearly a mile deep, it can drift over a range of more than two miles. Marsha and Buck, who had been on watch, weren't worried about the buoy, as the chart indicated it had a flashing light every 20 seconds, and our radar normally does a good job of picking up even smaller buoys. Nevertheless, they'd been keeping an eye out for it.

In any case, about 30 minutes into my watch, I noticed a red flicker up forward — which turned out to be the reflection of our port navigation light on some reflective material on the weather buoy — which was dead ahead of us! I can assure you that the buoy's light never flashed, nor had the buoy ever ap-

**From deck level the view of the damage was a bit unnerving, to say the least. It was reassuring to know 'Jet Stream' had crash bulkheads.**



peared on our radar — two things that still puzzle me. True, there was a bit of sea clutter on the radar, but that shouldn't have obscured it.

Recognizing the immediate danger, I instantly put the wheel hard over — even though it meant that I had to overpower the autopilot ram. Normally this is something that I'm not strong enough to do, but this wasn't a normal situation. *Jet Stream* started to turn, and for a moment I thought we would just miss the buoy — but then we caught it with our port bow.

Initially, it seemed as though we'd only suffered a few small nicks on the side of the port hull. But upon closer inspection, we found that we'd been well and truly holed, both above and below the waterline! To give you an idea of the impact, *Jet Stream's* stems are built of solid glass rather than composite, and are 1.5" thick! *Jet Stream* has collision bulkheads about 10 feet aft of the bows, a feature I immediately came to appreciate. Had my Hunter 33 monohull struck the buoy the same way, she probably would have gone straight to the bottom. But thanks to the cat's collision bulkhead, not much water got into the main interior of the boat.

In addition to the vertical bulkhead, there is a horizontal bulkhead several inches above the waterline that completes the crash box — and separates it from the forepeak storage above it. Since the hole was pretty high up, we did have a bit of water coming in above the horizontal bulkhead, but it drained well.

Instantly after the impact, the rest of the crew naturally bolted to the cockpit to assess the damage and our situation. *Jet Stream* is one strong boat, but after considering everything, it seemed clear that we should turn back. So we contacted *Mirus* and *Crescendo*, two of the other Caribbean 1500 boats in our vicinity. From the beginning they provided valuable moral support, and a short time

later they passed over some hull repair materials. Unbeknownst to us, one of them called the Coast Guard.

The next thing we knew, there was a Coast Guard C-130 overhead asking if we wanted them to drop a powerful



pump. We accepted their offer. The dropping of the pump was most impressive. After the plane — which was brightly illuminated against the black night — made a couple of practice runs at about 100 feet, it parachuted down the pump, which was neither small nor light, to within 10 feet of our port transom! In fact, the parachute ended up draped over the back of my cat! In retrospect, all of us aboard *Jet Stream* wished we had taken cover during the drop. Although it turned out that we never needed to use the pump, it was a real boost to have it aboard.

Meanwhile — and still unknown to us

*Recognizing the immediate danger, I instantly put the wheel hard over — even though it meant that I had to overpower the autopilot ram.*

— the Coast Guard Cutter *Block Island* was steaming toward us at 30 knots! We contacted the Coast Guard Command Center using our Globalstar satphone, and after some discussion and more examination of the damage, collectively decided that *Jet Stream* would return to the Norfolk area because it would mean the shortest crossing of the Gulfstream. Remembering the imminent approach of a nor'easter, we sure didn't want to be in the Gulfstream when it hit. Plus, we had no idea how well the collision bulkhead would hold up, nor how fast we could safely go. And nobody wanted to risk further damage to the boat — let alone risk any lives.

*Crescendo* accompanied us for a couple of hours until we made rendezvous with the *Block Island* around 3 a.m., only about four hours after the collision. We were very grateful for the help provided by the Caribbean 1500 boats.

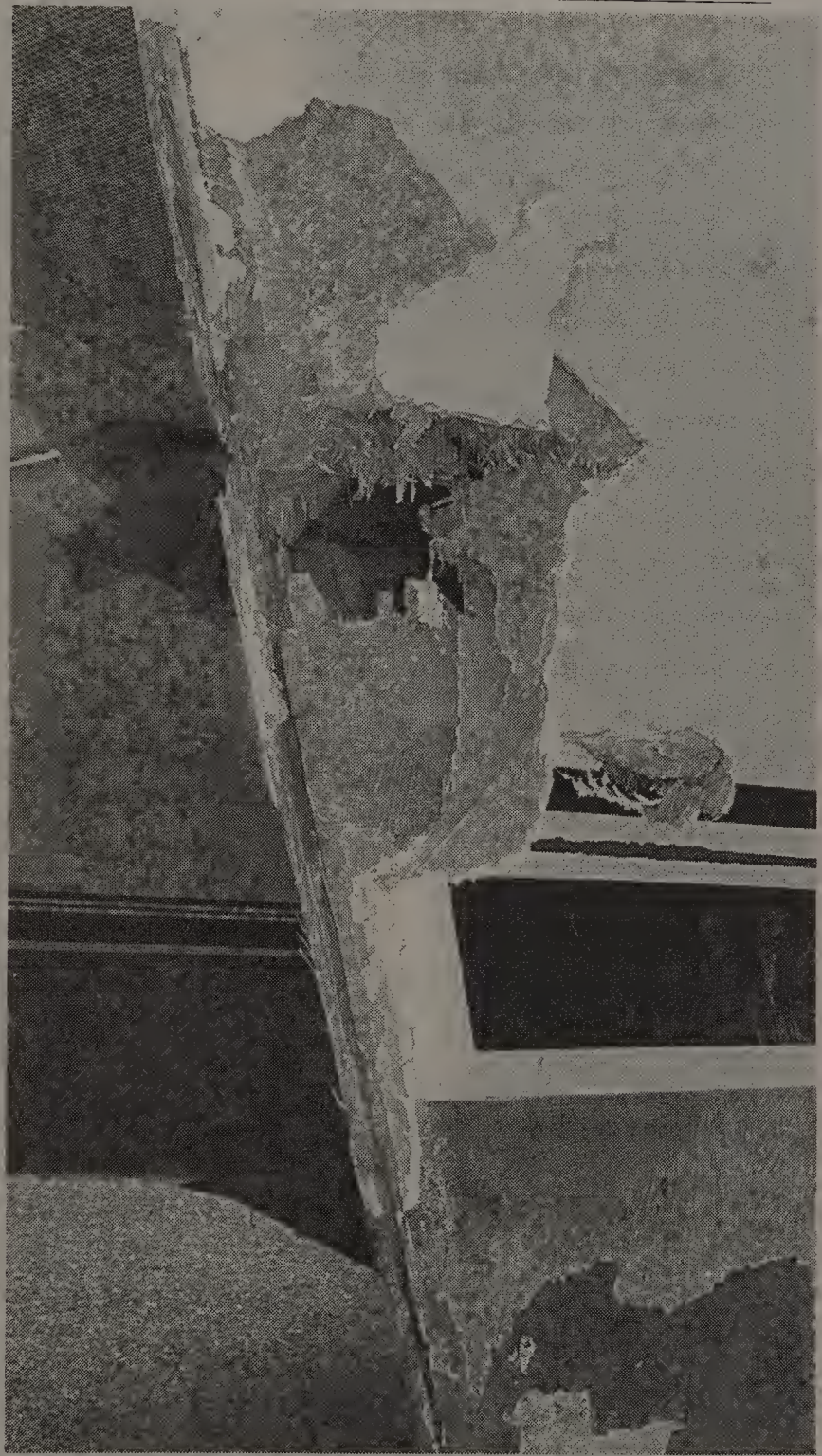
After first light, the *Block Island* sent an engineering party over to *Jet Stream* to see what could be done. At the time, we were powering toward the Chesapeake at around six knots under one engine. Buck came up with the brilliant idea of cutting the tops and bottoms off two of our fenders, and slitting them open. The remains made two very

nice band-aids to go around the bow, which we secured with lines led back on either side. Naturally, these band-aids didn't seal the bow, but they did limit the amount of water entering, kept pressure off the collision bulkhead, and kept water out of the upper compartment.

The bad news that morning was that the weather was forecast to get progressively worse as the front approached. Although nobody spoke about it, it was apparent to all that if we needed to be taken off *Jet Stream*, it would be better to do it before the front hit — particularly if that meant we were going to be in the middle of the Gulfstream. The Coasties asked if we were willing to consider

an alternative destination. Naturally we were, but given the 71-foot height of our mast and the bridges on the inlets between Hatteras and the Chesapeake, there weren't any.

So *Block Island*'s captain sent over extra fuel, which would allow us to run on both engines rather than just one and make the best possible time. With both engines running, we were able to do about eight knots. Normally we can do a good bit better than that, but we were being slowed by the ton or more of water in the port bow. It was hard for the *Block Island* to accompany us, as their minimum cruising speed with just one en-



**Luckily, the bows of this South African-built cat were heavily lald up. She has solid glass construction 18 inches back from her bows.**

gine is nine knots!

As night fell, we were told that we would be handed off to the cutter *Beluga* when we neared the Chesapeake. Our optimism was rising, as *Jet Stream* seemed to be handling everything without a problem, and the weather was holding. We made it across the Gulfstream all right, and made radio contact with *Beluga* about 40 miles short of the Chesapeake. But by this time clouds were building and we were starting to get some rain.

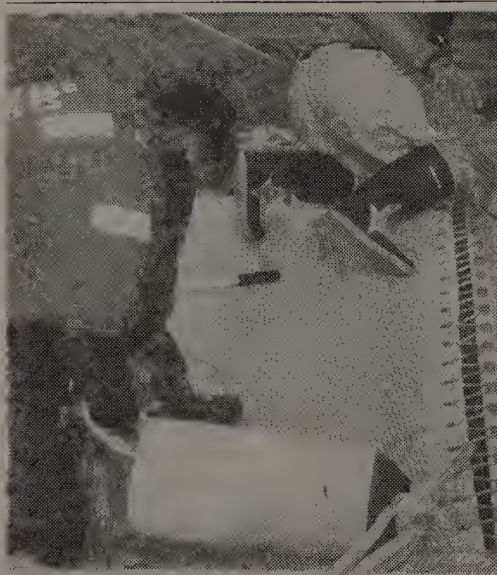


# BUOY'S NIGHT OUT

At 3:30 a.m. — when else? — all hell broke loose. The wind did a 180, and the next thing we knew we had 30 knots on the nose! During the ensuing hours, we had two lengthy periods when the wind built to 40 knots sustained, with corresponding seas. At one time our boat speed dropped to under two knots — but only for a short time.

By this time our watch system, thanks to the events and the emotional highs and lows, had taken something of a dump. Mike was beginning to get really cold, and I was exhausted. Fortunately, Buck really came into his own, and practically singlehanded *Jet Stream* the last seven hours, which were the toughest. He really saved our bacon. Through it all, Marsha kept us well fed and watered, and backed up whoever was at the helm from her position in the salon.

About 10 a.m. the next day, with the wind still howling, we finally entered the Chesapeake. About an hour later, we entered Little Creek — and had a moment of crisis. We started surfing and scooped up enough water to fill the crash box and the area above it, so a lot of water burst through the door to the forepeak! We im-



After the crew devised a plan, Guardsmen from the 'Block Island' helped convert fenders into a water barrier.

mediately headed back into the wind, allowed the water to drain, and then proceeded very slowly to a berth.

Because it was a weekend, and *Jet Stream* has a 24-ft beam, we weren't able to haul for a few days. Eventually, she was hauled out in Hampton, Virginia, using an enormous crane. She now sits

on the hard at Blue Water Marina Boatyard and is in the process of being repaired. We have been wending our way through the various insurance hoops, surveys and so forth, but the work has finally begun.

As I mentioned, *Jet Stream's* stems are solid glass, and the cored section of the hulls doesn't start until about 18 inches back. Thanks to the immense strength of the stem, the core was not breached. But the crack and hole extended from perhaps two feet above the water line right down to the forefoot, and perhaps six inches aft, past the turn. So there is quite a bit of reconstruction to be done. There was also some other collateral damage, but nothing that should be too hard to correct.

Thankfully, we did not hit the buoy straight on, as that probably would have broken the forward crossbeam and felled the rig. Who knows what havoc that would have caused? And Buck was sleeping in his cabin, which was on the portside forward. His bunk was in the



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# — ABOARD JET STREAM

bridgedeck, right behind where the buoy would have taken out the forward cross beam. I don't like to think about it.

What have we learned? First, that there is stuff out there. We were keeping a good watch, but we still hit something. Since our incident, other offshore sailors have told me hair-raising stories about their near-misses with unlikely objects — including a steel bridge that was still afloat on its wooden supports! So keep a good watch and a close eye on the sea clutter on your radar.

Second, very few autopilots have their controls, particularly the 'standby' button, backlit. I would have had a much easier time throwing the helm over if I could have instantly disengaged the autopilot. Some fluorescent tape is going on that particular button, I can assure you!

Third, crash bulkheads are wonder-



*It took a while to find a yard that could haul the big cat. She was finally hoisted onto the hard by a giant crane at Hampton, Virginia.*

ful things.

Fourth, there is no substitute for a good crew. But make sure nobody lets the watch system go to hell in an emergency.

Five, catamarans are really safe. I don't think *Jet Stream* was ever in dan-

ger of sinking. In fact, Buck thought that despite the big hole in one bow, we could have continued on to Tortola without much problem. I'm not convinced about that, but I know she would have done better than a monohull, and, in any event, would not have suddenly foundered.

Six, it's great to have other boats around to come to your aid. And finally, it's great that the U.S. Coast Guard will go to just about any effort to bail out us recreational mariners.

There will be no warm Christmas for us after all. What with insurance delays, a vacation for the yard's top gelcoat guy, and the yard's Christmas break, it looks as though *Jet Stream* won't be ready to go before the first week of January.

But she'll be as good as new then, and we'll be planning a direct shot to the Caribbean.

— tim schaaf

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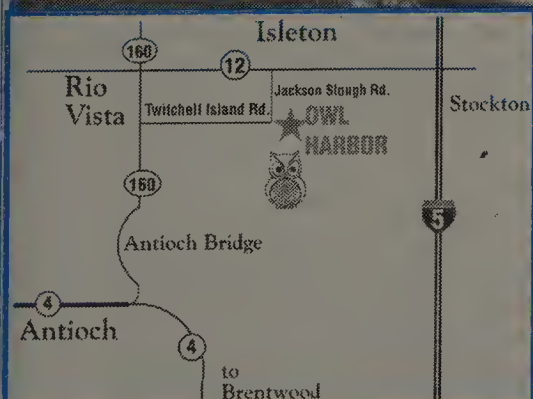
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# RICHMOND YC MIDWINTERS

**Y**ucks for the buck, smiles per mile, laughs per minute — no matter how you look at it, Richmond YC's Small Boat Midwinter Series is arguably the best winter sailing deal in town. The competition and camaraderie are always excellent and, when the weather cooperates, as it did on Sunday, December 5, this low-key dinghy series is about as much fun as you can have on a sailboat during this dreary time of year.

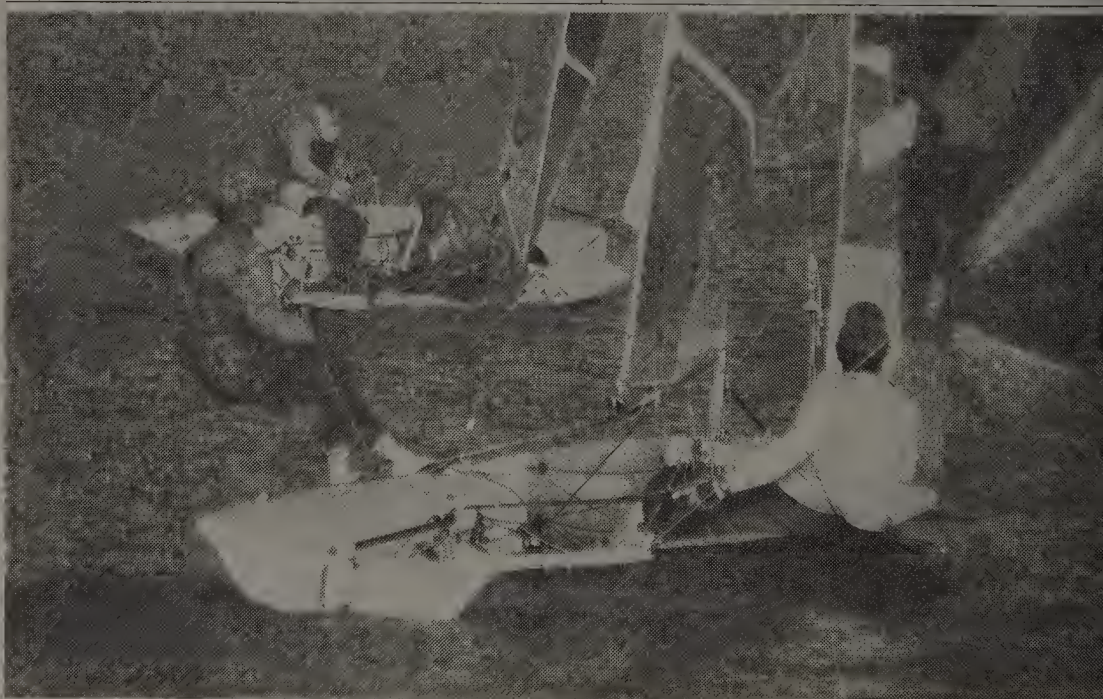
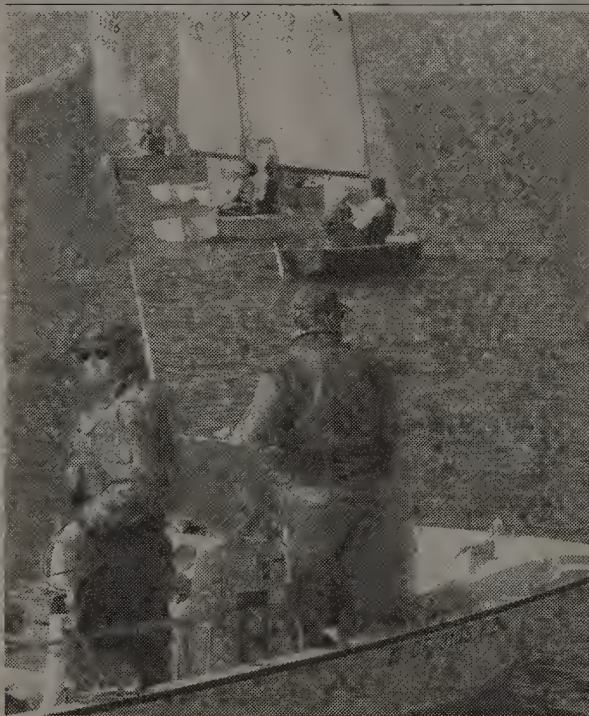
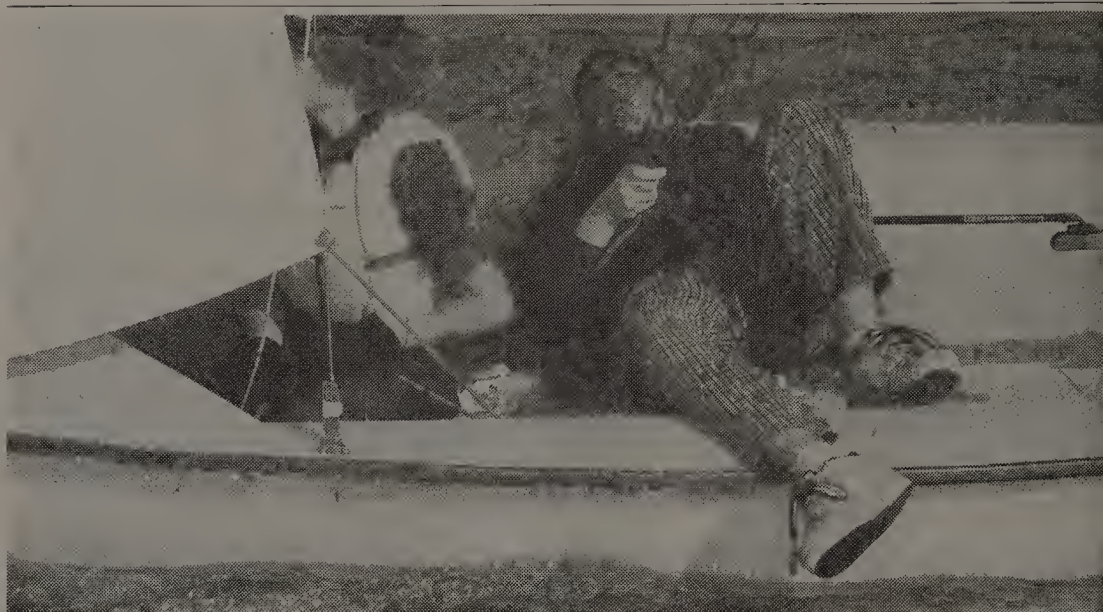
Despite a threatening weather forecast, 117 dinghies showed up for the first of four scheduled Sundays of midwinter racing. As usual, competition occurred on three different courses — two inside the breakwater (John Amen ran the El Toro/Opti race track, while Dick Taylor handled the Snipe/Bytes) and one outside at Southampton, with Kers Clausen in charge. The entry fee remains a bargain at \$10 a day, or \$30 if you plan to do all four sessions, and a hamburger lunch in the "club built for fun" is still just \$5. The racing is free for RYC juniors, a wise policy which contributes to the family atmosphere of the series.

For the first year, RYC mandated that all participants must wear PFDs, and wet or dry suits were also strongly encouraged for most classes. "Surprisingly, we didn't hear too many complaints," said race organizer and Byte sailor Gail Yando. "It's really just a matter of common sense, and most people were already doing it anyway."

The PFD issue turned out to be moot, as the northerly breeze topped out at about 5-7 knots before dying away completely. The two inner courses managed to get in all five scheduled races, while the bigger boats out at Southampton struggled to complete two of their hoped-for three races. Back at the dock, the talk of the El Toro class was 13-year-old rising star David Leibenberg, who used his light weight and some fine tactics to beat up his elders, including his father John, in a tough 31-boat fleet.

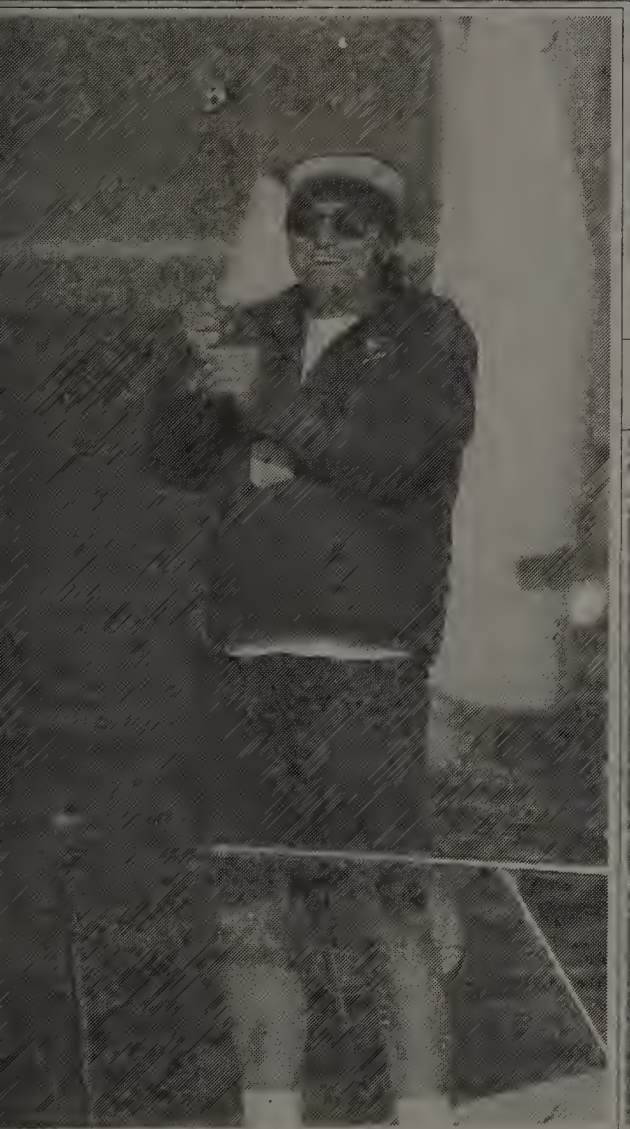
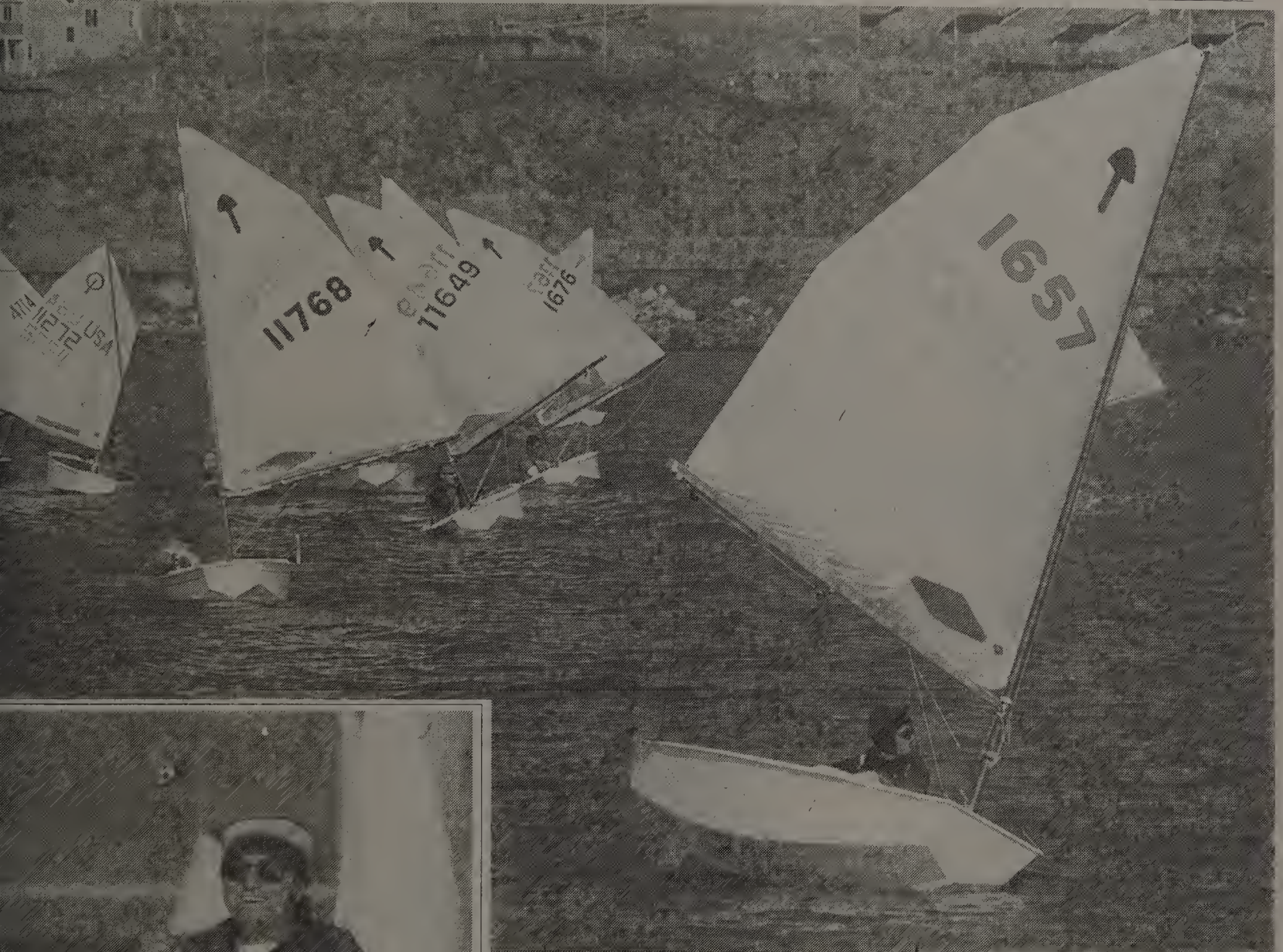
Notable performances on the outer course were put in by Bill and Melinda Erkelens, who won the Wabbit class purposely sailing doublehanded, a good call given the light air. Keeping it 'all in the family', Bill Erkelens, Sr. won the multihull class with his Tornado. Sean Kelly, a 16-year-old SFYC junior sailor (see page 149), won the 22-boat Laser

*This page, clockwise from top — FJ skipper Chris Gregory, who has crossed the Pacific twice on his family's 50-footer 'Morpheus', relaxes between races; a pair of I-14s on the run; Mark Dowdy, owner of the Express 37 'Eclipse', and crew Jason Bright have taken up 505 sailing; all clear on the Snipe starting line.*





# — IT'S A SMALL WORLD AFTER ALL



*Clockwise from above — David Liebenberg (#1657) en route to winning the 31-boat El Toro class; Doug Kidder debuted his new Hoot (see 'Sightings' for more on this unique design); Kers Clausen checks the wind using RYC's latest technology. All photos 'Latitude'/rob.*



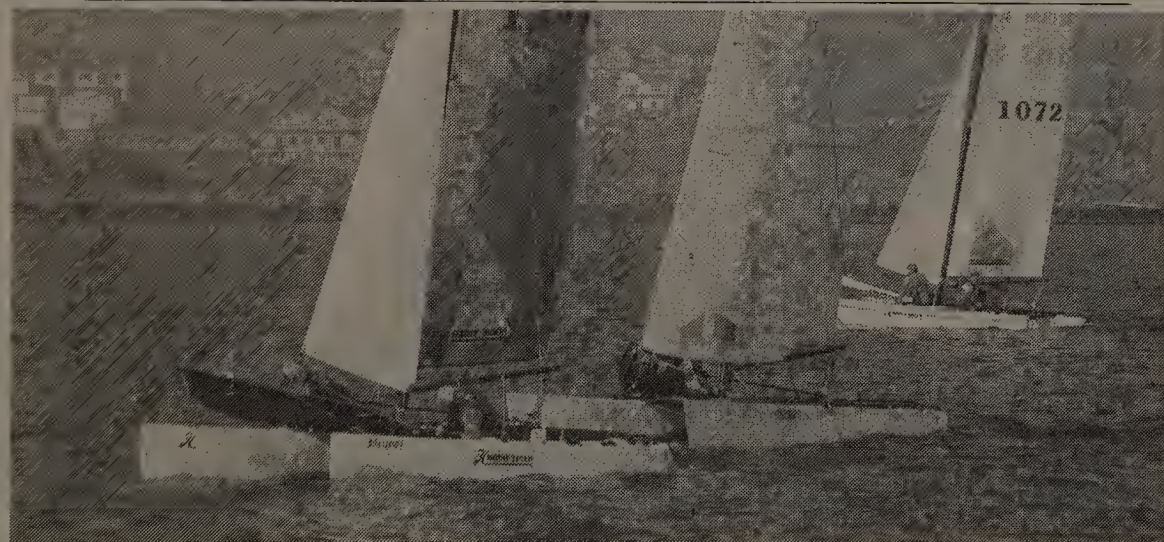
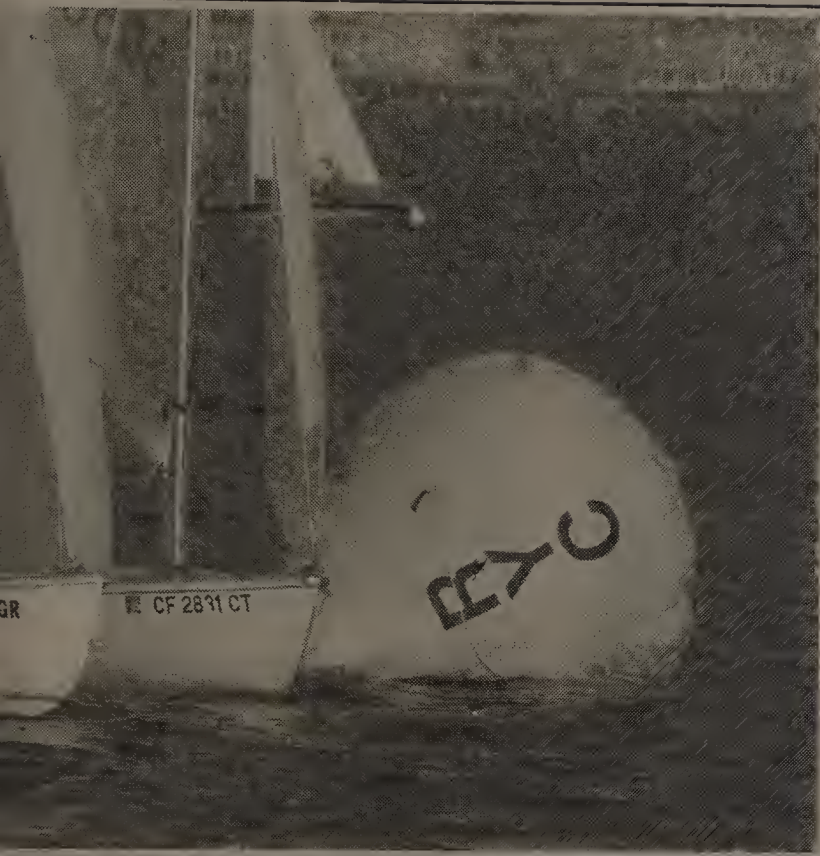




**Welcome to Smallville, from above — A Coronado 15, a Banshee, and a Thistle come off the starting line together; mark roundings were generally crowded on the short courses; a few Sunfish came out to play; 29ers on the breeze; Anders Petersson's radical, spinnaker-equipped International Canoe — and you thought your boat was a handful!**







**Smallville scenes, cont'd** — Kers Clausen repels a Laser attack on his committee boat 'Traf Lo' (spell it backwards); a trio of multihulls duke it out upwind; there seemed to be an unusual amount of commercial traffic in the Richmond Channel that day, but thanks to lots of radio communication, no incidents; typically mixed bag at the leeward mark; Gil Woolley (#191) was the top Contender.





# RICHMOND YC MIDWINTERS

class, topping David Lapier, Andrew Casey, and Walt Spevak, all of whom also had five points, on a tiebreaker.

No one knows who won the Portsmouth class, as — cough, cough — the race committee forgot to record elapsed times at the finish. "We'll remember next month," promised Clausen.

Top finishers follow. See [www.richmondyc.org](http://www.richmondyc.org) for full results.

— **latitude** / rkm

## INSIDE BREAKWATER (5 races):

EL TORO — 1) David Liebenberg, 25 points; 2) Dave Vickland, 25; 3) Fred Paxton, 26; 4) John Pacholski, 32; 5) Chris Straub, 35; 6) Gordie Nash, 41; 7) Paul Tara, 45; 8) Will Paxton, 56; 9) Vickie Gilmour, 61; 10) John Liebenberg, 64; 11) Bruce Bradfute, 65; 12) Mike Quinn, 68; 13) Vaughn Seifers, 70; 14) Skip Shapiro, 74; Steve Lowry, 76. (31 boats)

OPTI — 1) James Moody, 9 points; 2) Finn-Erick Nilsen, 12; 3) Alex Delle Cesie, 20; 4) Kaitlyn Baab, 22; 5) Alex Nilsen, 25. (10 boats)

SNIPER — 1) Vince Casalaina/Sherry Eldridge, 9 points; 2) Doug Cefali/Liz Anatham, 14; 3) Doug Howson/unknown, 15. (7 boats)

BYTE — 1) Christina Nagatani, 12 points; 2) Gail Yando, 13; 3) Karin Knowles, 15. (6 boats)

CFJ — 1) Jim Parker/Dan Ouellet, 7 points. (2



COURTESY LIEBERBERG FAMILY

*The next Kostecki? 13-year-old RYC/SFYC junior sailor David Liebenberg beat the oldsters in El Toros, and also just came in 5th out of 187 boats at the Opti Midwinters in New Orleans!*

boats)

## SOUTHAMPTON COURSE (2 races):

WYLIE WABBIT — 1) Bill & Melinda Erkelens, 3 points; 2) Andy Hamilton/Ben Castello/Mark Harpenter, 5; 3) Erik Menzel/Attila Plasa/Alysen',

6. (7 boats)

THISTLE — 1) Kristofer Vogelsong/ Amy Arden/ Elissa Hall, 2 points; 2) Dan Clark/Janice Young/ 'Gergo', 4. (4 boats)

INTERNATIONAL 14 — 1) Kirk Twardowski/Jim Margeson, 2 points; 2) Greg Mitchell/Dave Bernsten, 5; 3) L. Henderson/Kurt Schmidt, 6. (6 boats)

505 — 1) Craig Perez/John Paulling, 2 points; 2) Mark Dowdy/Jason Bright, 4. (3 boats)

29er — 1) Johnny Heineken/Matt Noble, 2 points; 2) Jen Morgan/Pat Whitmarsh, 5; 3) Karen Flick/Scott Kozinich, 6; 4) A.J. Crane/Kevin Richards, 8. (9 boats)

CORONADO 15 — 1) David Rumbaugh/Anne Jaeschke, 3 points; 2) Kevin Wasbauer/Erika Tabada, 3; 3) Steve Fishman/unknown, 6. (6 boats)

420 — 1) Michael Kuschner/Jessica Barhydt, 2 points; 2) David Rasmussen, Jr./Mark Anders, 4. (4 boats)

INTERNATIONAL CANOE — 1) Anders Pettersson, 2 points; 2) Del Olsen, 4. (3 boats)

LASER — 1) Sean Kelly, 5 points; 2) David Lapier, 5; 3) Andrew Casey, 5; 4) Walt Spevak, 5; 5) Tim Russell, 14; 6) Roger Herbst, 14; 7) William Richards, 16; 8) Don Hill, 17; 9) Colin Brochard, 21; 10) Jim Hendricks, 23. (23 boats)

CONTENDER — 1) Gil Woolley, 2 points. (3 boats)

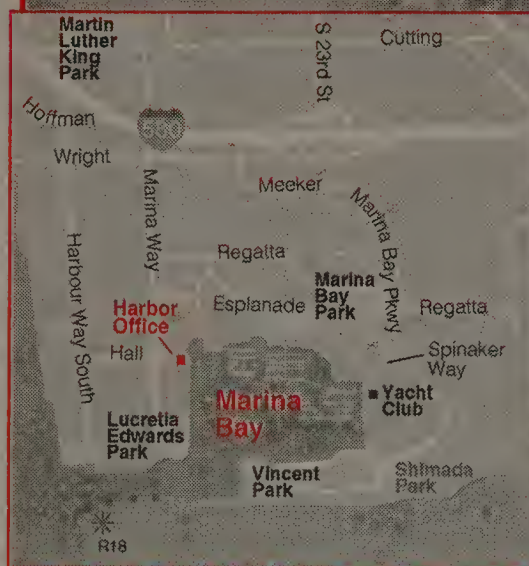
MULTIHULL — 1) Tornado, Bill Erkelens, Sr., 5 points; 2) Hobie Tiger, Russ Klein, 6; 3) Hobie Tiger, Tim Parsons, 6. (5 boats; 3 races)



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# ELLEN THE GIANT KILLER

"If you believe in something, you can do it."

— Ellen MacArthur

Ever since Sir Francis Chichester completed his one-stop solo circumnavigation back in 1967, the public's curious fascination with singlehanded off-shore sailing has been steadily gathering momentum. Today, perhaps more than ever, solo passagemakers are embraced as heroes by sailors and non-sailors alike, who marvel at their daring feats of superhuman endurance and self-sufficiency. But solo sailing has never had a poster child quite like Britain's 28-year-old Ellen MacArthur.

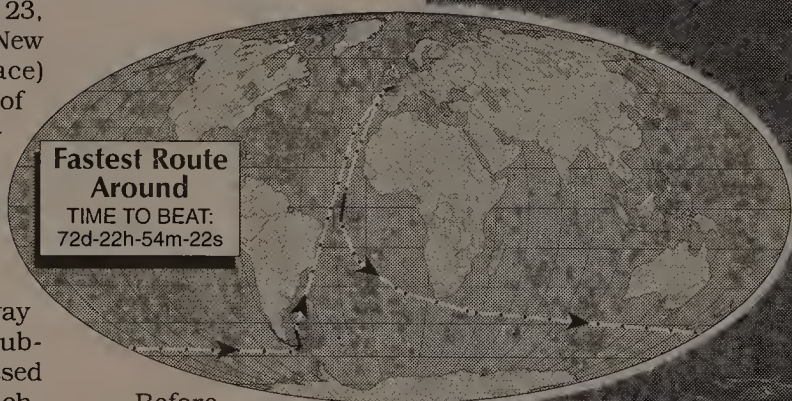
In the decade since she first emerged on the singlehanded scene at age 18 with her solo circumnavigation of the British Isles, this five-foot-tall dynamo has captured the hearts and minds, not only of her own countrymen, but also of an ever-increasing fan club around the world. Through a succession of wins or strong showings in a variety of single- and doublehanded contests, her name has risen from obscurity to its current legendary stature. At age 22 Ellen won her class in the 1998 Route du Rhum solo transatlantic aboard the Open 50 (monohull) *Kingfisher*. In 2000, at age 23, she won Class 1 of the Europe 1 New Man STAR (Solo Transatlantic Race) aboard the Open 60 incarnation of *Kingfisher*. A year later she took second in the 2001 Vendée Globe solo, nonstop around-the-world race aboard the same boat — after entering as a relatively low-odds darkhorse.

Having battled for the lead all the way up the Atlantic before hitting a semi-submerged shipping container, Ellen crossed the finish line just a day behind Frenchman Michel Desjoyeau — the closest finish in the race's history. Ellen became the fastest woman to solo 'round the planet and the youngest competitor, then 24, to complete the event. With that incredible achievement, her status as a heroine rocketed into the stratosphere. As she arrived at Les Sables d'Olonne, France, an estimated 200,000 well-wishers lined the wharves — all but eclipsing the welcome received a day earlier by their own winning countryman, Desjoyeau. And this from a population not known for its fondness of British heroines! Reciprocally, Ellen is a confirmed francophile.

As we go to press, Ellen is charging around the planet aboard her year-old 75-ft trimaran *B&Q*, in a solitary attempt

to break Francis Joyon's remarkable 2004 record (72d, 22h, 54m, 22s), set aboard his 90-ft trimaran *IDEC* — an astonishing 20-day improvement over the previous solo record set in 2001. At this writing, Ellen is approaching the Southern Ocean and so far she hasn't suffered any physical injuries or irreparable gear failures. Waiting for a favorable weather window before setting sail from Ushant, France, paid off big, as she made record time to both the Equator and to South Africa's Cape of Good Hope. While ahead of Joyon at the Cape by almost 11 hours, it's also worth noting that she was just 34 hours behind the blistering pace set by *Cheyenne*, Steve Fossett's crewed round-the-world record holder.

With thousands of miles of hard sailing yet to go, it's no sure thing that Ellen will even complete the grueling 27,000-mile course, let alone set a new record. But regardless of the outcome, her lonely voyage is probably destined to occupy a memorable chapter in the annals of sailing history.



Before we delve further into details of the Team-Ellen campaign, however, allow us to refresh your memory on how this radical branch of sailing got started.

As every armchair sailor knows, it was Joshua Slocum who completed the very first solo circumnavigation back in 1898 aboard his refurbished oyster-fishing sloop, *Spray*. But Slocum did it at a sensible pace, stopping when he pleased

over a three-year period. The retired ship captain became famous even to landlubbers, especially after publishing his classic *Sailing Alone Around the World*. And he undoubtedly inspired the 18 other men who soloed the planet during the next 60 years. But none of them were racing the clock, nor were they opposed to layovers. It wasn't until Chichester's era that the notion of completing a lap around the globe *nonstop* first caught fire.

Laying the groundwork for that notion was the inaugural *Observer Singlehanded Trans-Atlantic Race* (OSTAR) in 1960. Conceived by Chichester and his friend Blondie Hasler, five boats — the smallest being 21 feet — accepted the challenge to race nonstop against prevailing winds from Plymouth to New



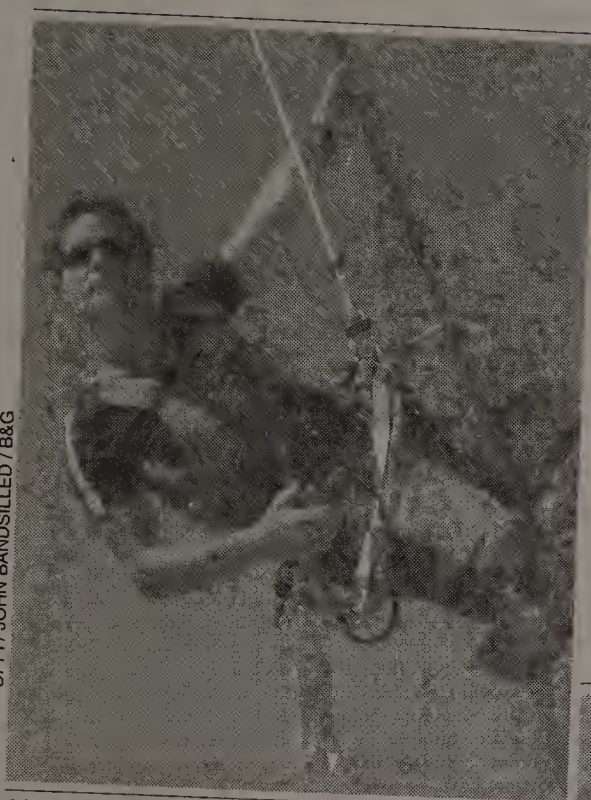
DPPI / BENOIT STICHELBAUT



# — TAKES ON THE WORLD (AGAIN)

York. Chichester, then a 58-year-old former aviation pioneer — who, by the way, had been given only six months to live two years previously — won aboard his 39-ft sloop *Gipsy Moth III* (40 days). Extensive coverage in the sponsoring *Observer* newspaper made the old salt a national hero and gave the public their first look at this early 'ex-

DPPI / JOHN BANDSILLED / B&G



Like a mythical 'giant killer', Ellen is out to do battle against the clock again — this time aboard her state-of-the-art war wagon 'B&Q'.

treme sport'.

Four years later, when French Naval officer Erik Tabarly, then 28, took top honors in the second OSTAR aboard his 44-ft plywood ketch *Pen Duick II* (27 days), he, too, became an enormously popular national hero overnight. With

this and later triumphs, Tabarly inspired generations of French singlehanders and a national obsession with sailing — especially singlehanded ocean racing — which continues today.

By the time the third OSTAR was being planned, Chichester could see that younger men with faster, more radically designed boats would surely push him out of the limelight. So he turned his focus to a bolder challenge: sailing around the world singlehanded. His 'excuse' was to attempt to beat the average time made by Australian wool clipper from England to Australia and back. The route: east-about via the Cape of Good Hope, then from Australia back to England via the Southern Ocean and Cape Horn.

After completing that voyage with a single stop at Sydney (226 days at sea), Chichester arrived home aboard his 54-ft ketch *Gipsy Moth IV* to media hysteria and an overwhelming outpouring of national pride. He was, in fact, knighted by Queen Elizabeth II for his unrivaled feat — with the same sword that QE I had used to honor Sir Francis Drake, the first Brit to circumnavigate. Chichester's only regret was his unnecessary Sydney layover. At age 65, he knew his globetrotting days were now over.

Even before news of Sir Francis Chichester's trip became common dinner table conversation, a disparate group of sailors with radically different backgrounds were contemplating their own solo circumnavigations — this time, non-stop. As Chichester knew all too well, becoming the first to do it would be a

*Her name has risen from obscurity to its current legendary stature.*

maritime milestone well worth achieving. Riding the wave of public interest, in 1968 London's *Sunday Times* newspaper announced sponsorship of the first-ever 'round-the-world ocean race, dubbed the Golden Globe — and it was open only to singlehanders.

Competing to be the first to finish as well as for elapsed time honors, nine men started at different times from different locations in vastly different boats, including two unique trimarans, a junk-rigged schooner and two ridiculous English bilge keelers. None of the entrants had been able to garner the



# ELLEN THE GIANT KILLER



DPPI / BILLY BLACK



sponsorship money they'd sought to custom-build boats appropriate to the task.

In the end, only one man, English merchant seaman Robin Knox-Johnston, completed the course (in 313 days). Sailing aboard his 32-ft double-ended ketch *Suhaili*, he plodded up the Atlantic alone after the leader, mystical French sailor Bernard Moitessier, decided to continue sailing east after rounding Cape Horn rather than facing the onslaught of public scrutiny anticipated at the finish. The most notorious entry, however, was an eccentric British electrical engineer named Donald Crowhurst, who radioed false position reports for months while timidly drifting in the South Atlantic. It's believed that he eventually went mad and committed suicide by jumping overboard.

## SOLO CIRCUMNAVIGATION RECORD HOLDERS (East-About)

1966-67	<b>Sir Francis Chichester</b> <i>Gipsy Moth IV</i> , 54' monohull (one stop in Sydney)	226 days
1968-69	<b>Sir Robin Knox-Johnston</b> <i>Suhaili</i> , 32' monohull (nonstop)	313 days
1973-74	<b>Alain Colas</b> <i>Manureva</i> , 70' trimaran (stopped for repairs)	169 days
1986-87	<b>Philippe Monnet</b> <i>Kriter</i> , 78' trimaran (stopped for repairs)	129 days
1988-89	<b>Olivier de Kersauson</b> <i>Un Autre Regard</i> , 75' trimaran (stopped for repairs)	125 days
1989-90	<b>Titouan Lamazou</b> <i>Ecureuil D'Aquitaine II</i> , 60' monohull (nonstop)	109d/8h/49m
1996-97	<b>Christophe Auguin</b> <i>Geodis</i> , 60' monohull (nonstop)	105d/20h/31m
2000-01	<b>Michel Desjoyeaux</b> <i>PRB</i> , 60' monohull (nonstop)	93d/3h/57m
2003-04	<b>Francis Joyon</b> <i>IDEC</i> , 90' trimaran (nonstop)	72d/22h/54m

From these humble beginnings, modern around-the-world racing was born.

In the realm of crewed racing, the Whitbread 'Round the World Race was inaugurated in 1973, with the Mexican ketch *Sayula* taking top honors.

The solo OSTAR kept going strong, attracting ever-more-experimental sailing craft such as Tabarly's hydrofoil trimaran *Paul Ricard*. But no other singlehanded 'round-the-world race was proposed until 1980, when David White put forward the Around Alone challenge, a four-stop singlehander's race. With sponsorship in 1982, it morphed into the BOC Challenge, and long served as the singlehanded counterbalance to the Whitbread, occurring every four years.

But, like the Whitbread, the BOC races all had layovers. It wasn't until 1989, when Philippe Jeantot organized the first Vendée Globe race, that solo racing went back to its Golden Globe roots: nonstop via the three great capes with no outside assistance. The fifth Vendée is now underway (see *Sightings*), and each event has been an epic struggle of survival in the most challenging conditions on earth. Capsizings and loss of life have been all too common. (Multihulls, however, are not allowed in the Vendée, hence the reason for Ellen's solitary circuit.)

Needless to say, virtually everything about the *B&Q* tri and the latest generation of Vendée Globe monohulls has changed radically since that legendary Golden Globe race, 'as has the process of getting them around the world. Only the stamina and resolve of the competitors remains the same. While the Golden Globers used sextants and dead reckoning to navigate the Southern Ocean and felt lucky to complete a faint shortwave radio call, today's challengers

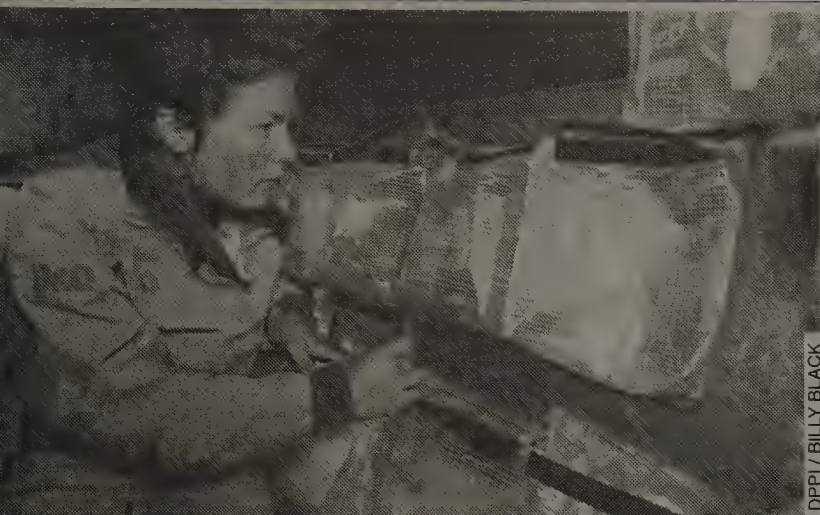
typically have state-of-the-art arsenals of high-tech gear to assist them.

Aboard *B&Q*, Ellen can access the Internet, download up-to-the-minute satellite weather imagery, plus transfer email, digital images and other data at ISDN speed via her satellite terminal. Additionally, she has both built-in and handheld satellite phones and built-in Mini-C units which automatically generate position reports to her shore base and can also be used to send distress signals. Her ability to keep in touch with her expert weather routers at Commanders Weather is of paramount importance to her chances of choosing a record-breaking track. By comparison, it is mind-boggling to imagine how Knox-Johnston and other early adventurers survived their ordeals in such dire isolation with virtually no weather input and infrequent sun sights for celestial fixes.

Chichester was the first to utilize radio broadcasts — during the second OSTAR — to bring the intensity of ocean racing into the consciousness of mere mortals. Today, with the support of the *B&Q* company and its affiliate Castorama (both holdings of the giant Kingfisher group), the drama of Ellen's daily travails are more accessible than ever. The big tri is equipped with eight microphones and 12 Sony cameras — any of which can be configured as webcams for viewing on the campaign's amazing website, [www.teamellen.com](http://www.teamellen.com). Ellen's fans all over the world can not only check her daily progress via printed data and a 'race viewer console', but can download actual voice clips spoken from the ends of the earth, while they sip on their morning latte. Although a purist like Bernard Moitessier would undoubtedly scoff at such commercialism, in today's world an unsponsored campaign



# — TAKES ON THE WORLD (AGAIN)



DPPI / BILLY BLACK  
DPPI / VINCENT CURUCHET

*Like the title of her new book, Ellen 'takes on the world' again. Left to right: catching a nap with a hand on the mainsheet; grinding in the pit; perusing her freeze-dried dinner choices; keeping vigil on a lonely night.*

of this caliber would be all but impossible. Besides, even back in '68 the ascetic Frenchman's contemporaries were begging for even the most meager amount of sponsorship.

We should note also that, although Ellen is undoubtedly grateful for her sponsorship, it hasn't been easy for her to accept her role as a high-profile heroine. A down-to-earth girl raised in a small inland town, she became a media darling reluctantly — finding her sudden celebrity overwhelming after the 2001 Vendée.

It would be pointless to attempt breaking the current 72-day record with anything but a vessel built specifically for that purpose. That is, capable of holding together while maintaining high speeds in torturous Southern Ocean conditions. Launched in Sydney in January, 2004, *B&Q* has already proven her fitness for the Southern Ocean during the delivery trip to New York via Cape Horn.

"Multihull sailing (is) challenging, exhilarating, fast and right on the edge," said Ellen back then. "... more graceful and powerful, almost more like flying than sailing." A high-performance tri such as *B&Q* is more stable than a monohull, while its handling characteristics are less sensitive than a catamaran — an important consideration for singlehanders. (With 14 crew aboard, Ellen's 2003 Jules Verne record attempt aboard the 110-ft catamaran *Kingfisher2* ended with a Southern Ocean dismasting.)

The 75-ft *B&Q* displaces 8.3 tons, her beam is 53 feet and her rotating mast towers 100 feet above the deck. The wide range of conditions to be encountered dictated that she be designed to keep up a record-breaking pace on almost every point of sail. Therefore, she's rigged with three roller-furling headsails (gennaker, genoa and Solent), plus an inner staysail. Her North 3DL sails were built of Kevlar (for greater longevity than the usual carbon) in the U.S. and finished in France.

A great deal of thought and expense has obviously gone into safety. *B&Q* is guided by a main rudder which will pivot upward in a collision, plus two outer 'float' rudders designed to snap off cleanly if hit. Her centerboard is raked aft in the hope that if it strikes an object, the rake might push the object downward. The tips of her bows are fitted with "sacrificial" block foam, which "in theory, can be destroyed without damaging the integrity of the hulls." In addition to capsized escape hatches, if

Ellen goes overboard she carries a remote control that can release a safety capsule containing a liferaft, EPIRB, Iridium pager, survival suit and emer-

gency rations. Amazing, eh? But hey, remember that this effort is being mounted by the country which brought us James Bond!

As this firsthand report from the North Atlantic illustrates, the boat will be tested continuously during the record attempt: "*B&Q* is screaming down waves, piling into the one in front that slows the boat too fast. . . horrendous noise as *B&Q* crashes through mountainous seas and water, water everywhere. . . I've been surfing at speeds between 16 and 32 knots! We've got 35 to 45 knots, and the sea state is just @\$\$%^& huge."

The irony of having every conceivable high-tech advantage, however, is that in

addition to having superb seamanship skills, Ellen must know how to service and repair virtually every piece of gear on board. And, unlike yesteryear's minimalist boats, keeping *B&Q*'s batteries charged up is essential to Ellen's success. Before the first month at sea was up, for example, she worked herself to exhaustion fixing her two watermakers and solving an overheating problem with her essential generator.

One aspect of solo circumnavigating that hasn't changed with time, is the spartan living conditions that a singlehander must endure. Actually, Chichester's accommodations were downright luxurious compared to the 5-foot-high by 6.5-foot-wide living space where Ellen spends most of her time. Within it she 'cooks' freeze-dried meals

## 'PRE-ELLEN' MILESTONES IN WOMEN'S SAILING

**1952 Anne Davis, solo Atlantic crossing**  
Brit sailor was the first woman to cross an ocean solo; Plymouth to Miami aboard 23-ft *Felicity Ann*.

**1965 Sharon Sites, solo Pacific Crossing**  
This American was the first woman to solo across the Pacific; San Pedro to Hawaii aboard 25-ft *Sea Harp*. Then in '69, she soloed from Yokohama to San Diego aboard 31-ft *Sea Harp II*.

**1972 Marie Claude Faroux, youngest female transatlantic passagemaker**  
At age 26, this French sailor completed the 1972 Singlehanded Trans-Atlantic Race aboard *Aloa VII*.

**1973-74 Wendy Hinds, 1st female to complete Whitbread Round the World Race**  
Although women competed in several legs, this British sailor was the only one to complete the entire course of the first Whitbread Round the World Race aboard the 71-ft *Second Life* (based in SF Bay until recently).

**1984-85 Kay Cottee, first nonstop solo circumnavigation by a female**  
This Australian sailor completed her Sydney to Sydney trip in 189 days aboard *First Lady*.

**1989-90 Tracy Edwards, skipper of first all-female Whitbread team**  
Aboard *Maiden*, the first all-female Whitbread campaign was run under the leadership of this British sailor.

source: [www.isaf.co.uk](http://www.isaf.co.uk)

*"I've been surfing at speeds between 16 and 32 knots!"*



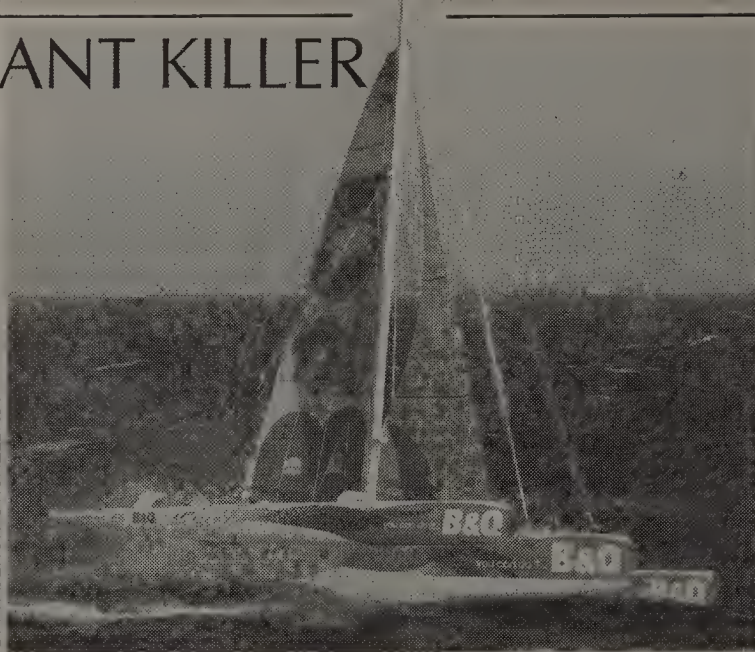
# ELLEN THE GIANT KILLER

in cooking pouches atop her one-burner stove, using water made by a desalinator. Naturally, tankage is kept to the bare minimum. 'Grabable' high-energy snacks help her take in the 5,000 calories a day required to keep her going during the ordeal.

From her nav area, she is well above the waterline and has a 180° view of her surroundings, and a deck-level cuddy cabin — sort of a modernistic dog house — allows her to be 'on call' without being exposed to the elements.

Another timeless liability of singlehanded, of course, is sleep deprivation. Due to her perceived need to be "always on the edge," Ellen will typically allow herself only 20 to 30-minute naps. She expects to sleep less this time than during the Vendée Globe — then, the longest sleep of the 94-day trip was just over 2 hours.

Another James Bond-like innovation, however, is the 'biomonitor' that is constantly strapped to Ellen's upper arm. Believe it or not, it measures things such as stress levels, her sleep time and her



DPPI / BENOIT STICHELBAUT

*Clip on your harness and hold onto your hat! With her 75-ft waterline and 100-ft mast, this thoroughbred was born to run.*

energy consumption. Then, "Back on shore," her campaign literature states, "her support team can monitor when she is reaching critical sleep deprivation levels and tell her to rest." Of course, finding time to rest is not always possible, and the stress level can apparently make it impossible to relax: "I tried to sleep for an hour or two in my bag, but it was fitful, too hot, too cold with too many worries going around in my head."

Ellen first went sailing with her aunt at age four. She fell head-over-heels in love with it, for years saving every penny she could in order to buy her first boat. Today, while on her 'round-the-world record attempt, she seems as transfixed by the magic of sailing and the natural realm it places her in as she was in childhood. On Day 21 she reported: "The waves are huge, sun is out,

fewer squall clouds and sea scape is stunning!"

As we go to press, Ellen is still less than halfway around the planet, averaging over 14 knots VMG. With her skills and a great deal of luck, there's no reason she can't arrive back in France by February 9, thereby breaking Joyon's 72-day record. But it's obviously *way* too soon to call. "It's going to be a tough one, this. I can feel it," she said on the first day out, "and really, I know that I am going to have to dig very, very deep."

— **latitude/aet**

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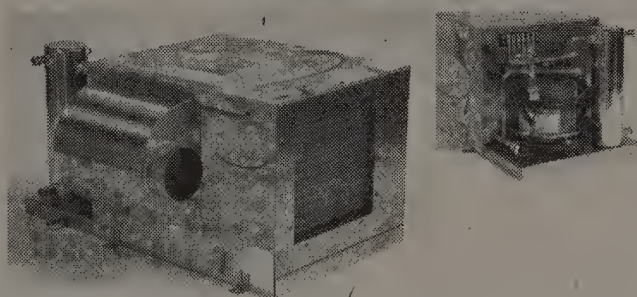
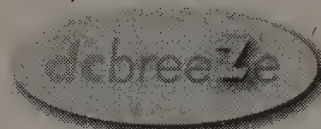
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# LIGHTNING STRIKES

Here in Northern California, we don't see a lot of lightning, and lightning strikes on boats are extremely rare. Not so in many parts of the world. Even as close as Mexico, we hear reports of boats being hit every year. Central America is even worse, with Panama being a candidate for 'lightning capitol of the world.'

Most lightning activity in Mexico and Central America is in the summer. Earlier this year, Lee Sutton and Diane Grant's Albin-Nimbus 42 Gemini took a hit in Costa Rica, and John Haste's San Diego-based Perry 52 Little Wing got hit in Puesta del Sol, Nicaragua. But not all are in the summer. In November, David Crow's Melvin/Morelli 70 cat Humu-Humu was at the dock in Paradise Marina in Puerto Vallarta. Thankfully, no one was injured in these incidents.

Here's a firsthand account of what a lightning strike — and its expensive aftermath — is like. It's written by British multihull designer-builder Richard Woods, who also found out a bit about how you can prepare your boat if you're venturing south or east.

One afternoon in July of '03, I was motoring my 32-ft catamaran *Eclipse* into North Carolina's Pamlico Sound, little suspecting this day would soon become the worst of my life. It had been very hot and humid for several days, with regular thunderstorms in the afternoons. This particular day had begun a little cooler and fresher, but at 2 p.m. the familiar anvil clouds appeared once again. Seeing a rain squall ahead and another developing to the west, I decided to wait for them both to pass. But as I edged out of the channel prior to anchoring, there was an enormous CRACK! — directly above me, followed by a strong smell of ozone. (Close up, lightning 'cracks' rather than 'thunders'.) I didn't need the shower of melted masthead fittings falling on me to know that my cat had been hit by lightning.

Realizing that I had a major problem, I quickly anchored to recover from the shock — pun intended — and to assess the damage. The most obvious problem was my four-stroke outboard, which had begun to run irregularly. Once I stopped it, it would not restart. As expected, I found that I no longer had any working instruments, radios or Navtex. Since a hole had been blown in the casing of my ST2000 autopilot, I correctly assumed it was out of action also. My main steering compass read 30 degrees off.

Inside the cabin, I found that most of the circuit breakers on the switch panel

had melted. None of the cabin lights worked. The filament bulbs had simply blown, all the halogen lights had ex-

have been sailing offshore with the autopilot on and navigating using the radar and chartplotter. There could have

## WHAT CAUSES LIGHTNING?

Most lightning strikes occur in the late afternoon when moisture-laden air has warmed sufficiently to have formed huge cumulus nimbus clouds, which often reach over 10 miles high. As the moisture rises, it chills and forms ice. These ice crystals rub against each other to create static electricity, with the upper portion of the cloud developing a positive electrical charge, while the lower level becomes negative. Furthermore, since opposite charges attract, as the cloud moves over the sea, it drags beneath it a concentration of positive charges, which 'infects' all that it passes over. These positive charges are desperate to meet the negative ones in the cloud, and so they always concentrate at the highest point available — which in the case of sailboats is at the masthead.

Lightning actually occurs when the differences between the positive and negative charges become great enough to overcome the resistance of the insulating air. In fact, it's a bit like a giant spark plug. This built-up energy may result in a discharge of over 100 million volts and increase local temperatures to 50,000 degrees F.

But that's not the end of the story. All sparks create radio signals — indeed, Marconi's original radio was a simple spark transmitter — so obviously a lightning strike generates huge signals. And these, together with the static charge accumulation resulting from non-bonded conductors, means nothing electrical can survive a strike — certainly not sensitive, low-voltage electronics. So even if you have a good path to ground and can keep the main discharge out of the boat's interior, you will probably still have damage. Even nearby boats that are not hit directly can suffer electronics damage from induced effects.

ploded (glass was everywhere), and the LED lights had completely vaporized. The main salon dimmer switch and cockpit security light had also failed. All my digital clocks — including the ones on my personal organizer and electronic barograph — were flashing the 'error' message. Investigating further, I found that both my CD player and Isotherm fridge had also stopped working. Lastly, I found scorched headliner under the stanchions, which gave me a clue to the route the lightning took — down the cap shroud, across to the lifelines, and then out through the rudder stocks. It was a good thing it hadn't been raining and that I wasn't holding onto anything metallic!

Some local fisherman who had seen what happened motored over to see if I was okay. They said the strike had looked very dramatic, generating huge sparks off the masthead. They hoisted me up the mast where I could see that, fortunately, there hadn't been any damage to the rigging. However, the wind speed sensor, tricolor light, and VHF aerial were all toast.

As shook up as I was, at least I was still alive and still had a boat I could sail. Fortunately, it was only a couple of easy sailing miles to Oriental, the nearest harbor. But it made me think: I could

been a bang, and I wouldn't have had anything, not even a clock or compass with which to navigate. Even Columbus was better equipped than that. That's why I now always carry a sextant and an accurate timepiece.

The next day I located an outboard mechanic who was able to fix my outboard. Once he had replaced the CDI unit (fuel injection 'brain'), the engine started the first time. However, the stator failed a week later, necessitating another expensive repair. Although outboard engines are more at risk from lightning, most modern diesels also have electronic control systems, so they are also likely to fail after a lightning strike. I learned that it's common for seemingly unaffected electronic items to fail several days after the strike itself. For example, it was some time before I realized that my year-old batteries were no longer holding a charge and needed replacing.

After the incident, I slowly began the expensive business of replacing the destroyed gear. (As an ocean sailor on a budget who built his own boat, I only carry third-party insurance.) I began with a handheld GPS and a handheld VHF, and I discovered that an expensive fishfinder worked like a great echosounder in the shallow and murky wa-



ters of the East Coast of the United States. A new log and wind instruments had to wait. The other major item was the fridge, the repair of which cost more than the original unit!

Being from England, I — like most cruisers on the U.S. West Coast — hadn't given much thought to lightning protection, simply because we don't see many lightning storms. But that's not the case elsewhere. I even discovered 'lightning maps' that show the areas of the world that are hit the most. Fortunately, few people sail in central Africa, the world's lightning hot spot. But it's clear that mariners will be at risk along most of the U.S. Eastern seaboard, with the west coast of Florida being the most dangerous area. Other statistics say that Costa Rica and Nicaragua have the most lightning strikes per acre per year, a cause for concern on the part of the many West Coast cruisers who visit those waters.

Since being hit by lightning is a real threat, what can we do to protect ourselves and our boats? First off, experts tell me that there is no such thing as a lightning-proof boat. The best you can do is make your boat lightning *protected*.

Lightning protection is a hugely complex subject, and there is widespread disagreement as to the best practices, so I can only offer a brief introduction. To find out more, I recommend visiting [www.marinelightning.com](http://www.marinelightning.com), which is the website of Ewen Thomson. You may also want to look at Seyla Marine's website at [www.strikeshield.com](http://www.strikeshield.com). That company markets a number of lightning protection systems.

The essential components for such a lightning protection system are an air terminal, a main conductor, and a good 'earth'. The air terminal is a blunt — not pointed — rod mounted at the masthead that should extend at least 6 inches above any other fitting. (Some people carry 'dissipators' — the things that look like chimney sweep brushes — at the masthead. The experts I talked to say these do not work.)

The conductor should be a copper wire at least 1/4-inch thick — that's thick! — run as straight as possible to the ground and crimped, not soldered, where necessary. If you have a metal mast, you can use it as the main conductor with a cable from the mast step to ground. A wooden mast, and very definitely a carbon mast, should have a cop-

per conductor from the masthead. In fact, even with a big conductor, a carbon mast may not survive a lightning strike. Carbon is a better electrical conductor than epoxy, which means that when struck, the mast will heat up unevenly, and thus may generate enough stress to blow the mast apart. Just imagine what might happen to an unprotected carbon hull!

The best possible ground is a bare metal hull, but as the epoxy paint forms an insulating barrier, even a steel boat will need to fit a grounding plate. Despite being an ocean sailor, I was hit when sailing in fresh water. Unlike saltwater, freshwater is not a good conductor — so lightning strikes in freshwater are far more vicious than ones at sea. So when fitting a ground plate, reserve it solely for grounding a lightning strike, and as-

## WHAT ARE THE CHANCES?

What are the chances of lightning striking your boat? According to Bob Adirance of Boat/US, from 2000 thru 2003, the probability of boats being hit, and the average cost of the loss, were as follows: Multihulls, 1.205%, \$9,469; Auxiliary sailboats, 0.540%, \$9,072; and Trawlers, 0.242%, \$6,699. The total of all boats, including sail without engines, bass boats, cruisers, runabouts, and PWCs, was 0.125 and \$7,889. These figures look reassuringly low, and I heard a similar story when I contacted Pantaneous, United Kingdom, who are one of the biggest insurers of ocean cruisers. They have 5,000 boats on their books. Last year 300 of them made major claims, 14 of which were due to lightning.

Having said that, I only met two other English yachts sailing the East Coast of the U.S. in 2003 — and both had also been struck by lightning. That's a 100% hit rate!

Also, please don't believe the 'lightning never strikes the same place twice' nonsense. In Florida, I saw a J/24 that had been hit *four* times. We were in a Chesapeake Bay marina when a large cruising yacht in the next berth was hit. The owner told me it had been hit in exactly the same spot the year before!

sume that it's for fresh rather than saltwater.

To create a ground plate, you'll need several square feet of copper sheet. Because lightning dissipates along the edges of a plate, a long, narrow strip fitted fore and aft is better than a square one. Unfortunately, you can't fair such a ground plate into the hull because the sharp edges work best at dissipating the discharge into the water. Don't use the sintered earth plate from your SSB, which is deliberately made porous, and therefore could explode if hit by lightning.

Using the keel as a ground plate might sound like an attractive idea, but again the paint acts as an insulator. It's also probably unwise to use the propeller as an earth, as massive currents could run through the engine if you do. Don't use your seacocks because lightning strikes can blow them apart.

When fitting your grounding plate(s), err on the side of safety, particularly as one of the other problems — especially if hit in fresh water — is damage caused by sideflashes. These are sparks that form between the lightning protection system and ungrounded conductors or the water. These side flashes are potentially the most hazardous, as they often blow holes through the hull.

As I said earlier, a boat's electronics are still vulnerable, even with a good grounding system. To protect your electronics, you can use surge protectors on every circuit, but as you can't sensibly test out the system, you have to assume

the worst. I think it's safer and more reliable to completely disconnect all your electric circuits, for, as I found to my cost, simply turning them off at the circuit breaker is not enough. For that reason, I no longer have any built-in instruments, and my fridge and watermaker have their own plugs and sockets. I can also physically disconnect all the masthead cables, including the tricolor and steaming lights.

Fortunately, the only proven defense against lightning damaging your electronic equipment is actually very simple. It is to store all such equipment in a 'Faraday Cage' — which is a fancy name for a metal box. I use the

oven and pressure cooker, but you could be really prepared with a well-grounded large steel box. I have heard that wrapping electronics in aluminium kitchen foil may also work. When lightning now threatens my boat, I put my chart plotter, VHF, radar, camera, computer, and all the rest in the oven. Then I disconnect the engine from the batteries and hand-steer if at sea. Having to sail into harbor and navigate 'properly' seems a small price to pay if it means saving my electronics and engine.

— richard woods



# SEASON CHAMPIONS, PART III —



*"Winning is not a sometime thing. You don't win once in a while, you don't do things right once in a while, you do them right all the time. Winning is a habit. Unfortunately, so is losing."*

— Vince Lombardi, 1913-1970

On that note from Coach Lombardi, welcome back to the third and final installment of 2004 Bay Area sailing championships. This month, we'll profile some skippers who have made a habit of winning in woodies, dinghies, and solo sailing. We'll also reveal our latest picks for *Latitude 38* Yachtie of the Year in three categories — men, women, and juniors.

What's new with the Wooden Boat Racing Association (WBRA)? Practically nothing, which in this case is basically good news. Fifty-five boats entered, while 37 qualified (i.e., did more than half the races), which represents a slight uptick from last year. As usual, the Knarr fleet was the biggest (29 boats) and healthiest component of WBRA — in fact, it's the biggest 'non-travelling' one design fleet on San Francisco Bay

after the J/105s. Meanwhile, for the second year in a row, the IODs failed to qualify the requisite five boats, though it's frankly hard to imagine that YRA will actually enforce its own guidelines and chuck these beautiful boats out. Happily, the Folkboats came roaring back this year, while the oldest fleet on the Bay, the Birds, are still holding their own.

Not much is new on the dinghy circuit, either — which is to say it remains in complete disarray since the demise of the Small Boat Racing Association (SBRA) two years ago. Small boat sailing is still alive and essentially well at Richmond YC, San Francisco YC, Encinal YC, St. Francis YC and Sequoia YC, but without a central organizing body, it has been up to each of the estimated two dozen dinghy classes to put together their schedule, keep scores and perhaps a website, and declare a season winner. Most classes just aren't that organized, though we have managed to track down a handful of season results from some of the healthier entities.

The Singlehanded Sailing Society (SSS) continues to shine, bringing out over 200 boats in the course of their 7-race, 1-



# THE GRAND FINALE



**Knarry action at St. Francis YC's mid-June Woodies Invitational. From left, 'Gossip' (#122), 'Peerless' (#138), 'Penelope' (#132), 'Gjendin', 'Lykken', and 'Svendkist'. Photo 'Latitude'/rob.**

throwout season (3BF, Farallones, In-The-Bay, TransPac, East Bay / Estuary, HMB, Vallejo 1-2). Their season cranks up again with the Three Bridge Fiasco on January 29, always a highly entertaining and delightfully frustrating experience. Check out [www.sfbaysss.org](http://www.sfbaysss.org) if you're inclined to join the fun.

**W**ell, thatttt's all folks! Three installments, 36 winners, and a ton of phone calls and emails later, we're closing the book on the '04 racing season. Congratulations to all the skip-pers and crews whose names appeared in these pages over the last three issues. Chances are we'll meet many of them again next year, because winning really is habit-forming. For everyone else, resolve to break those bad habits in the coming year — and step up into the winners' circle. On to 2005!

— **latitude / rkm**

## WBRA:

IOD — 1) **La Paloma**, Jim Hennefer/Jerry Rümsey, StFYC/SFYC; 2) **Quick Step II**, Rich Pearce, SFYC; 3) **Xarifa**, Paul Manning, StFYC. (9 entered; 4 qualified)

KNARR — 1) **Sequoia II**, Chris Perkins/Hans Baldauf, StFYC; 2) **Svenkist**, Sean Svendsen, StFYC; 3) **Snaps III**, Knud Wibroe, SFYC. (29 entered; 21 qualified)

## DINGHIES:

BYTE — 1) Dan Ouellet, LMSC; 2) Gaylin Yee, NoYC; 3) Karin Knowles, RYC. (23 boats)

EL TORO, JR. — 1) Max Fraser, SCYC. ("about 15 boats")

MILLIMETER — 1) Bruce Munro, StFYC; 2) Pax Davis, StFYC; 3) Randy Smith, SFYC. (10 boats)

SNIFE — 1) David & Susan Odell, RYC; 2) Joe Harvard, RYC; 3) Vince Casalaina/Sherry Eldridge, RYC. (15 boats)

VANGUARD 15 — 1) Jim Barkow/Emily Danielson, TISC; 2) Mike Rutledge/Rebecca Beard, TISC; 3) Nick Adamson/Betsy Cleveland, TISC. (48 boats)

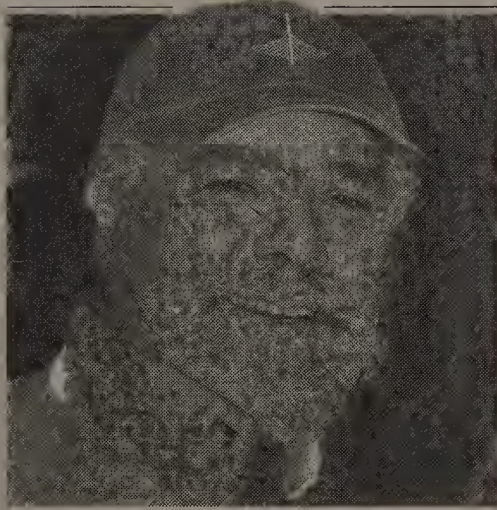
## SSS DOUBLEHANDED:

1) **Desperado**, Express 27, Mike Bruzzzone, SSS; 2) **Valhalla**, Beneteau 38, Josh Rothe, SSS; 3) **Borderline**, Bill Charron, SSS. (20 boats)



# SEASON CHAMPIONS, PART III —

## WBRA Bird Curlew



**Jim Josephs**  
Cal SC

San Anselmo general contractor Jim Josephs sailed his beautiful 82-year-old *Curlew* to his second Bird championship, mainly on the strength of winning all three races of the windy Woodies Invitational and the six-boat Bird class in the Master Mariners Regatta. Previously, Josephs won the Bird title in '98.

Joseph is "about the tenth" owner of *Curlew*, hull number two out of 24 Birds built. Hull #1 was stolen and wrecked in 1926, which makes *Curlew* the oldest surviving Bird. Josephs bought it as a fixer-upper in 1994. After bailing his way around the race course a few times, he started what turned into a 14-month top-to-bottom restoration.

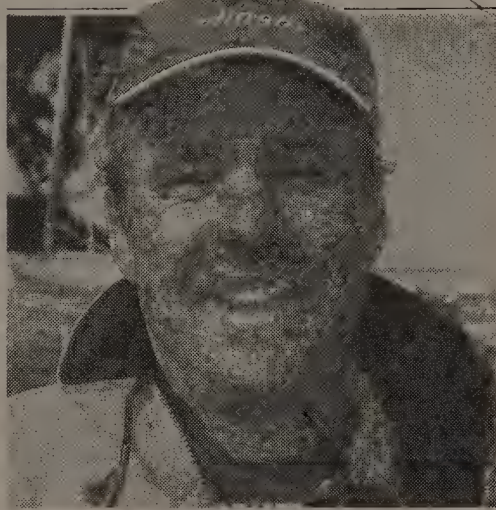
Bob Engman, a Mill Valley architect and former Bird owner, has crewed on *Curlew* since the beginning. Bird owners Geoff and Miriam Ashton, whose '02 and '03 class winner *Hummingbird* was out with keelbolt issues, also made appearances this year. "Between superb new Pineapple sails and Geoff's great rig tuning, we've never been faster, especially upwind," noted Josephs.

"It's pretty amazing to me that this 1919 John Alden design, with its low aspect ratio main and tiny self-tending jib, can outsail modern boats to weather in a big breeze," he said, adding, "Master Mariners is currently raising money for the restoration of *Puffin* and *Teal*. Contributions are tax deductible — email Steve Gort at [sgort@att.net](mailto:sgort@att.net) for details.

"Nothing sails like a Bird!"

2) Oriole, D. McLean/L. Tilton, SFYC; 3) Skylark, J. Hook/P. Brosig, SYC. (9 entered; 6 qual.)

## WBRA Folkboat Polperro



**Peter Jeal**  
Bay View BC

"New Doyle sails in conjunction with a more flexible mast were key to our success," claimed Peter Jeal, who runs his own high-end steel fabrication business in San Francisco. Jeal fended off a late charge by Eric Kaiser's *Nordic Belle* in taking his third season title (previous wins were in '98 and '00).

Jeal, who was born in Cornwall, England and grew up sailing on the English Channel, owned a Caranita, a Snipe, an OK dinghy, and a wood Folkboat (#24) before buying his current fiberglass Folkboat (ex-Volker) in 1992. "I renamed the boat *Polperro* after a Cornish village with a history of rugged fishermen and smugglers," he explained.

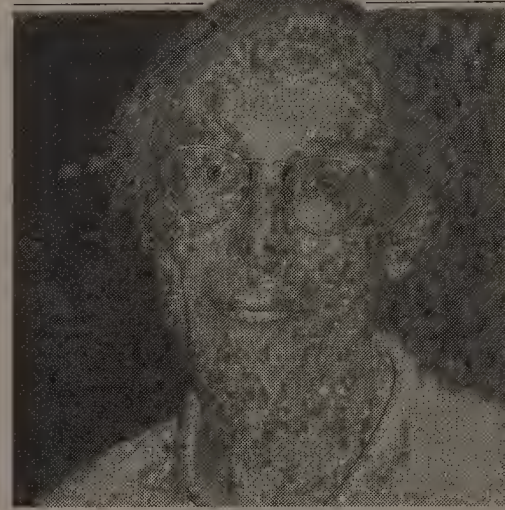
His steady and most valuable crew has been his wife Susan, an exhibiting abstract painter who does the foredeck, trims the jib, and gives tactical input. Other crew this season included Mike Goebel, Peter Miller, Bill Columbo, Dennis Jermaine, and Mike Connor.

"There's a resurgence going on in the Folkboat class, with four new competitive skippers signing up for the 2005 season," said Jeal. "All of us will be trying to qualify for our Internationals, to be hosted by SFYC in September."

There are upwards of 4,500 Folkboats worldwide and probably 40 Folkboats on the Bay, of which Jeal figures 20 are race-ready. Rumor has it that Svend Svensen is considering importing a number of high-quality, used fiberglass boats to allow the fleet to expand.

2) *Nordic Belle*, Eric Kaiser, BVBC; 3) *Windansea*, Don Wilson, RYC. (8 entered; 6 qualified)

## Solo Dinghy El Toro Cygnus



**Art Lange**  
HPSC/FSC

"Everything came together this year," said Art Lange, a Sunnyvale engineer. "Things worked out much better than I had any right to hope for!"

Though he has been sailing Toros for about 30 years, this was his first season title. Along the way, Lange also won the El Toro Nationals on Pinecrest Lake in August. "It was the first time I've ever sailed up there, and I'd go back in a heartbeat!" he noted. "Pinecrest is shifty, just like my local pond, Stevens Creek Reservoir. All those years of Wednesday night races paid off! I've also spent a lot of time on Lake Elizabeth in Fremont, which is a bit shifty at times, too."

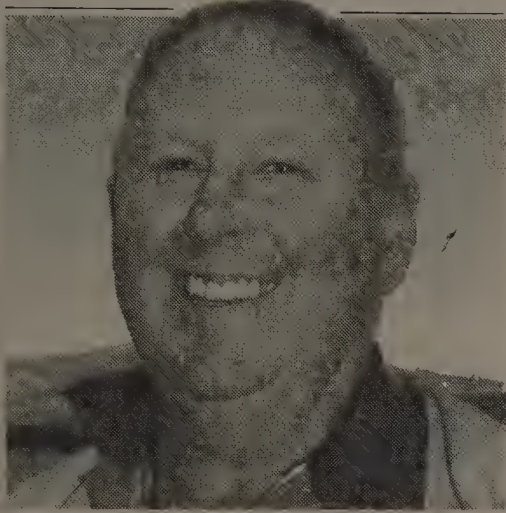
Lange, a member of the Hewlett Packard SC and Fremont SC, began sailing in 1953 on Barnegat Bay (NJ). He won the Jet 14 Nationals in 1959, and then moved on to FDs, sailing against the likes of Ted Turner and Buddy Melges. After migrating to California, he began racing Contenders — winning the Nationals "sometime in the early '80s" — and windsurfers. He now enjoys sailing his Moore-built El Toro, topped with a Jotz sail and a carbon spar. "The racing versus preparation time is better than any boat other than a windsurfer," noted Lange.

For added excitement in 2005, Lange, a very spry 63-year-old, has chartered a 29er with his good friend Max Fraser, the junior El Toro champ. They're currently in training for the StFYC-hosted 29er Worlds here in July. "It's brutally different, but great fun," he claimed.

2) Fred Paxton, RYC; 3) Gordie Nash, RYC. (40 boats; [www.eltoroyra.org](http://www.eltoroyra.org))



## Two-Person Keelboat Mercury Axon



**Doug Baird**  
Fresno YC

If there were a Hall of Fame for the 67-year-old Mercury Class, Doug Baird would be a first-round inductee. Baird began his long and illustrious Merc career in 1953 and has never stopped — he's now campaigned eight different boats, winning eight national titles and literally every big regatta put on by this active class. This year, he was fourth in the Nationals (Dave West won), but won the 4-regatta NorCal Series (local championship), and is currently running away with the statewide '04-'05 Travel Trophy.

Baird, a retired corporate employee now living in the Sierra foothills, restored his Nunes-built fiberglass "fixer-upper" over a leisurely four-year period. He debuted *Axon* at Huntington in 2003 and has been on a roll ever since — last year, he bulleted 42 of his 76 races, an enviable record in this tough, tactical fleet. "I've had my best success ever with 508," claimed Doug. "I love this boat!"

Though he seems to win with just about anyone on board, Baird mentioned three of his favorite crew over the years — his son Mike ("longest and most successful"), Mike Pervasnic ("very best ever"), and Jim Taylor ("most compatible and my current standout crew").

Baird has always been open with his vast knowledge of these quirky little boats. "I don't believe in secrets," he said. "I want everyone to have as much fun as I've had. . . The Mercury class, and the people in it, are really special and have influenced my life. I owe this class a lot!"

## Three-Person Keelboat Wylie Wabbit Crash and Byrne



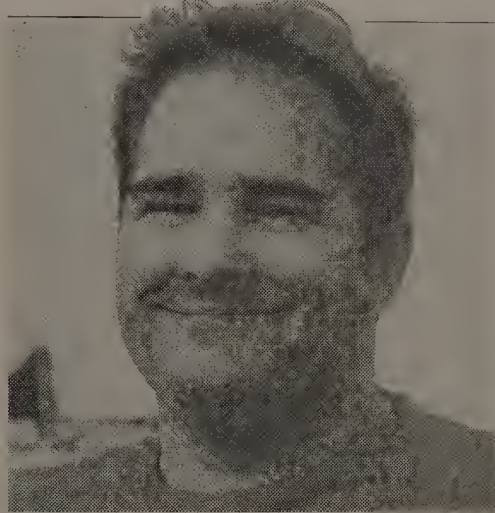
**Greg Byrne (right)**  
Encinal YC

This was a tremendous year for Greg Byrne, an Alameda-based sales manager for a telecommunications company. Not only did he win his first Wabbit season championship, but he and wife Michele had their first child, Laura, right after the sailing season ended — now that's planned parenthood! Another highlight was winning the Huntington Regatta, taking home the perpetual trophy created in memory of his late father, Ron.

Byrne, who also owns a Laser 28 and a Moore 24 with his mom Joan, has been in the 'Wabbit hutch' since '94 and is on his second boat, hull #56, which he bought from Gene Harris and George Pedrick six years ago. This season, he teamed up for the first time with Simon Winer (driver, above left) and Yoakim Jonsson (bow/trim). "100% of the credit goes to these two guys," said Byrne, who calls tactics from the trapeze. "Also key to our success were chocolate-covered espresso beans, which we ate for medicinal purposes when we had a bad race or our intensity was too low."

*Crash & Byrne* (aka *Greyoasim*, the first three letters of the crew's names) also won the Whiskeytown Regatta and RYC's Big Dinghy, and came in third in the Nationals. "The racing is great, just great," claimed Byrne. "But what I enjoy most about the class is the camaraderie. We love being together on and off the water. In fact, the most popular Wabbit event isn't a race, it's the annual retreat at the Desenberg's place in Inverness!"

## SSS — Singlehanded Black Soo Starbuck



**Greg Nelson**  
Singlehanded SS

"I love shorthanded racing, the great race venues, and most of all the great competition," said Greg Nelson, an Oakland-based computer consultant. "The SSS is also the most social of all the racing organizations, with meetings before and after all seven races where you actually get to know the people you're sailing against."

Nelson had another great year in SSS, winning the singlehanded division comfortably for an unprecedented fifth time in the last six years with his 35-year-old wooden Van de Stadt (Holland) 31-footer *Starbuck*. The highlight of Nelson's season was winning the Half Moon Bay Race overall, including beating the double-handers. His biggest disappointment was the SSS TransPac, which ended prematurely with two blown-out headsails.

An extracurricular highlight was flying to France for the start of the Vendée Globe, where he spent over a week helping his friend Bruce Schwab prepare *Ocean Planet*. "Once again, I was amazed by the strong support and interest of the French people," said Nelson. "The media attention, the huge crowds, 20 Open 60s — it was all so impressive! Hopefully, I'll be there when Bruce returns, too."

Nelson also just concluded his two-year stint as SSS commodore. "I'd like to thank the other officers — Max, Bill, Mark, and Rich — for making the job so easy and enjoyable." Nelson will be back for more next year, though probably racing doublehanded for a change.

2) Bill Worden, RYC; 3) Pax Davis, StFYC; 4) Alex Mountjoy, TISC. (16 boats)

2) Mr. McGregor, Desenberg/Groen, RYC; 3) Kwazy, Colin Moore, RYC. (15 boats)

2) Polar Bear, Antrim 27, R. Ray, SSS; 3) Fast Forward, Aer. 38, Dan Benjamin, OYC. (20 boats)



# SEASON CHAMPIONS, PART III

## Jr. Sailor of the Year Laser #175174



**Sean Kelly**  
**San Francisco YC**

With honorable mentions to the rest of the SFYC junior sailing juggernaut — notably David Liebenberg, Morgan and Myles Gutenskunst, Josh Leighton, and Spencer Johnson — our pick for this year's top junior is 16-year-old San Francisco Laser campaigner Sean Kelly.

Among Kelly's many achievements on the water were a silver medal at the Smythe Trophy (singlehanded junior sailing championship), fifth at the recent Cressy Trophy (high school singlehanded nationals) in Minnesota, and top 25% finishes at the Orange Bowl (Miami), the Buzzards Bay Regatta (Massachusetts), the Laser Radial European Championship (Ireland), and the Laser Radial Youth Worlds (Australia).

By any standard, Kelly, a junior at Marin Catholic HS and a standout on their powerhouse sailing team, had a stellar year. Yet ironically, his worst regatta — 21st out of 30 in Laser Radials at the 2004 U.S. Youth Champs in Charleston, SC — turned into his finest hour, as he was awarded the prestigious Dave Perry Sportsmanship Award afterward. SFYC also just honored him with their Bill Black Award, which recognizes the eternal virtues of "sportsmanship, yachting spirit and fair play."

"At 6-feet, 2-inches and 155 pounds, Sean is a natural in the Laser. He's a great sailor, and also a really nice, happy guy," noted SFYC head coach Richard Feeney. "I think the Perry and Black awards say it all about him — Sean's got the sport in perspective, and it comes out in his behavior and outlook on life."

## Woman Sailor of the Year Yngling USA 329



**Melissa Purdy**  
**San Francisco YC**

Tiburon pizza parlor owner Melissa Purdy is our pick for Woman Sailor of the Year, an honor she previously earned in 2001. Though her Yngling campaign with skipper Hannah Swett and Joan Touchette didn't make it to the Athens Olympics (they were second to Carol Cronin in the Trials), their team achieved many other goals along the way.

The trio's best performance was winning the Yngling Worlds in Cadiz in September, 2003, a performance that netted Swett that year's Rolex honors (we still maintain that Purdy and Touchette should have been co-honored!). All three were, however, named by the U.S. Olympic Committee as 2003's sailing 'Athlete of the Year' sailing team.

After the Olympic campaign ended, Purdy did some Vanguard 15 racing, winning at StFYC's Spring Dinghy, and began crewing in Knarrs for Jon Perkins. That project culminated in a close second to Chris Perkins at the IKCs. In October, Melissa reassembled the Yngling team, added Whitney Connor, and went to Fort Worth, TX, for the U.S. Women's Match Race Nationals in J/22s. It was her turn to steer, and the team went undefeated in the round-robin before losing in the finals to Cory Sertl.

Purdy, a product of the SFYC junior program and Brown University (where she was an All-American in '90 and '91), has also sailed in the America's Cup (*America<sup>3</sup>*) and Volvo Races (*EF Education, Amer Sports Too*). Though she got more seconds than firsts this year, Melissa is still a winner in our book.

## Sailor of the Year J/105 & Knarr Good Timin'/TBAAG



**Chris Perkins**  
**StFYC/SFYC**

Though pro sailor Morgan Larson's convincing win at the 505 Worlds was arguably the highest single achievement by a local sailor in '04, we've selected versatile 42-year-old corinthian skipper Chris Perkins as our Sailor of the Year. Not only did Perkins run away with two of the toughest season championships on the Bay — the J/105 and Knarrs — he raced virtually every weekend, earning truckloads of trophies, as well as the universal respect of his competitors.

A lifelong Bay Area sailor, Perkins got his start in the SFYC junior program before honing his skills with the UC Santa Barbara sailing team, which he captained in 1983. (Younger brothers Phil and Jon, also huge sailing talents, each subsequently captained the UCSB team, too.) Though he has always been a threat in any fleet he enters — Rhodes 19s, Etchells, J/24s, J/35s — 2004 was surely Chris's best year ever.

Highlights included winning the Knarr IKCs (worlds), his fourth Knarr season title, and the Degnan Trophy (best overall at the Wednesday nighters) with his *Three Boys And A Girl* Knarr team (partner Hans Baldaulf, brother Phil, Cam Geer). With his *Good Timin'* squad (partners Phil and Dave Wilson, brother Jon, John Collins, Aimee Leroy), Perkins won an unprecedented fifth J/105 crown, the PCCs, and the 31-boat BBS class.

Perkins also won the Pacific Life YC Challenge (match racing in Catalina 37s), the S.F. Cup (J/105 match racing), second at Key West (tactician on J/105 *Masquerade*), and much more.



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"Five and a half Euros per dollar!" I shouted into the microphone. "That's highway robbery!"

"C'est la guerre," responded the change machine.

"English, please," I said back at the machine.

"It's the war," it responded, in a tone of voice full of classic Parisian disdain for Yankee tourists. Having just stepped off the red-eye from the States, I was in no condition to argue with a machine.

It had been many years since my last trip to Europe, and things had changed quite a bit. The airport was much busier than I had remembered: longer lines, higher prices, and everything seemed to be moving faster, reflecting the economic upswing. At least they had finally made some rules about smoking in the terminals.

As planned, Lee Helm met me at baggage claim. She had relocated her small yacht design and cellphone programming business to London, where it was apparently thriving in the booming European economy. I had basically given up sailboat racing, retiring into the yachting bureaucracy as the San Francisco delegate to ISAF, the International Sailing Federation. We were both in Paris for the 2025 annual meeting.

We shared a cab for the ride to the hotel, but without Lee as a guide I never would have recognized the vehicle she flagged down as a taxi. It was one of the new 'high pod' SUV configurations. I had seen one or two back in the States, here, they were everywhere. These vehicles are designed with an elevated, aerodynamic passenger module that rises up on stilts to give the driver the same high steering position as an old-fashioned SUV. But the vertical dimension of the pod itself was very small, with semi-reclining bucket seats.

As the vehicle pulled up in front of us, boarding steps extended from somewhere underneath, and the gull-wing door opened overhead. I stepped in first and Lee followed. Once we were seated, the floor raised itself under our feet as the steps and doors closed, so that the fuselage we sat in showed a very slender profile to the wind. The clearance between the road and the bottom of this passenger pod must have been at least a meter and a half.

On the ground, at the bottom of the support struts, were two long torpedo-

like wheel fairings that reminded me of catamaran hulls. They contained the wheels with their electric hubs, batteries and power generator. The overall appearance was something like a seaplane on floats, with no wings or tail.

"There are, like, two ways to go when you need to minimize air resistance," explained Lee in response to my confused expression. "Very low ground clearance, like a race car, or very high clearance, like these SUVs. With both approaches, the object is to reduce interference drag between the main fuselage and the road. So as long as the cross-section of the passenger pod is very small, this kind of SUV is actually much more fuel efficient than a conventional car. Also, nothing in the middle and three or four wheels on each side allows really, really low ground clearance on the wheel fairings, so there's almost no interference drag from the wheel and power modules either.

"And you still get the high driver's seat that people like so much in their SUVs," I noted.

"More important," said Lee, "old folks like you seem to appreciate the easy boarding, without having to bend down."

Politely ignoring her dig at my age and agility, I had to admit it was nice to get in without bending too much. I also noticed, as we pulled into traffic, that with all the machinery in separate hulls down by the wheels, and the perfect aerodynamics, this vehicle was even quieter than my little pure electric car back home. We could barely tell when the internal combustion engine cut in.

"Hope they don't charge extra for the fuel burned," I remarked to Lee as I glanced at the meter. "Especially at this exchange rate."

"Not to worry," she replied. "It's bio-fuel. No carbon tax, because the carbon has been pulled from the air by the plants that made it. I mean, now that we're fully exploiting the wind energy resource, we can afford to use liquid fuel again in cars and airplanes."

"In New York the taxis still charge by the BTU," I complained.

It was a clear, crisp winter day, but I was seriously jet lagged, and despite the

bright sunlight it was hard to stay awake. The hypnotically-rotating blades of the huge turbines in a wind farm alongside the freeway didn't help. My eyelids were beginning to close as my head drooped against the curved window.

"Let's preview the agenda for the meeting," said Lee as she attached a tiny memory module to the side of her reading glasses. Apparently she didn't realize I was almost asleep or how loud her voice sounded in such a quiet car. Or maybe she did.

I blinked away the sleepiness while changing from my autofocus reading-distance glasses to my own data eyepiece. Pressing the 'synch' button, I saw the same work list projected in space in front of me as she did.

"This first one is going to take some time," she said, highlighting "Mandatory Steroid List for Olympic Competitors."

"I thought they decided to let them use the natural alternatives like deer antler and colostrum," I said. "Especially if they could prove a history of drug use in past competitions."

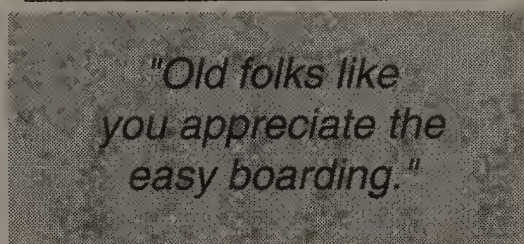
"Nope. No exceptions. Not even for wheat grass juice. Gotta keep the playing field level," she said. "So if you know any promising young sailors back in the Bay, make sure they start on a good anabolic program early. It will make it much easier for them if they get to the Olympic level."

"Next item," I said, reading from the agenda: "U.S. Sailing proscriptions to the racing rules . . ."

"Like, I didn't know U.S. Sailing still existed," said Lee.

"Well, they don't do very much these days," I explained as I crossed out the item by waving my cursor hand through the point in space where the words seemed to be floating. "They've been losing market share ever since they added the proscription in '05 making it against the rules to require racers to sign an indemnity or 'hold harmless' waiver as a condition for entering a race. It turned out that about half the yacht clubs back then had indemnification clauses on their standard entry forms, and virtually all of them had very broad 'hold harmless' language. All the lawyers on all the yacht club boards said, 'No way are we taking that out.'

"The easiest way out was to dump the U.S. Sailing rules and make up new ones. We formed the U.S. Sailboat Racing Association to administer the sport for the racers, instead of for the sponsors and



*"Old folks like you appreciate the easy boarding."*



Olympic TV money. Most of the racing sailors support us. These days, there's only one staffer left in the U.S. Sailing's Newport office."

"Okay," said Lee. "I'll recommend we skip this item also. I agree that the Sailboat Racing Rules you use in North America are better than the ISAF Racing Rules of Sailing for the kind of racing that some people still do back on your side of the pond. Still, I have trouble imagining a decent event with no on-the-water refs and no live video streams. And like, you don't even get any money if you win. But I guess if you have to, like, make the competitors also be the referees, then it made sense to sail under those retro rules. Sort of like what the ISAF rules looked like before the big changes back in 1997. They made it much easier to tell who was right and wrong after a collision."

"Well, personally," I paused to yawn, "I thought it was a big improvement to get all the TV advertising money and Olympic committees out of the game."

"Here in Europe we're way ahead of all that silly self-enforcing honor and sportsmanship stuff," said Lee. "Every race has pro referees, which isn't that hard to do because they can make the calls from home using their broadband satellite links and virtual reality systems. Much more accurate than actually being there, according to a recent study."

"And every race is televised?" I asked.

"Televised?" asked Lee. "What's that? Oh, I remember! No way, we abandoned the broadcast video paradigm years ago. These days, the sailors are paid according to how many subscribers take the internet video stream, and how many click-throughs they get on the ads."

Our cab was on the freeway now, going fast but still amazingly quiet. At the first high-speed turn, I was surprised not to feel any pull to one side — but the horizon tipped at an angle, like an airplane banking into a turn.

"Cool," said Lee. "This is one of the new models that coordinates the turns."

"Okay, then, U.S. Sailing prescriptions are out," I yawned again. "No one cares about U.S. Sailing these days anyway. You know, if the indemnity thing hadn't done them in, the reorganization that put all the power in the hands of an elite nominating committee would have finished them off anyway."

"The way I remember it," said Lee, "making all the area reps fly to meetings

at their own expense was what really made it so undemocratic. But like, that also made it easy to start the new organization and take back control of the racing. They timed it just right, too — while the old fogies at U.S. Sailing were flailing around at some overpriced hotel making draconian pronouncements about who could race and who couldn't, all the sailors had organized the new USSRA online."

"At least ISAF has the good sense to pay for the delegates' travel and accommodations," I pointed out. "That way there's actually some competition for the job of YRA representative."

"For sure," Lee agreed. "But like, ISAF has all that internet ad revenue to work with. Meanwhile, you have so few active racers left in the U.S. that you have to beg for foreign aid just to keep your ISAF member status in place."

"I blame a lot of it on deep fixed keels," I said, closing my eyes. This cab was sooooo comfortable . . .

"Next item!" Lee said loudly, jolting me awake again. "America's Cup '27."

"Right," I sputtered, looking back up at the words floating in space. "Revisions to class rules."

"This one's going to be fun," said Lee. "Last year it was 60-meter catamarans racing around the world. This year they want to keep the class rules the same, but go around the other way just to make sure the boats are different."

"Are you in favor of that?" I asked. "I thought the official ISAF policy was to completely change the rules every four years so that every syndicate had to start from scratch."

"Reversing the course accomplishes the same thing," she said. "Remember our list

of objectives for America's Cup? One: The boats have to be the biggest, fastest, and most expensive of their type, and by 'type' they just mean, like, monohull or multihull."

"Ah yes, the 'see the elephant' syndrome."

"It's an important part of the game. Humongous boats make it interesting to follow. This is a technology test, so the boats should be big and fast and exotic, beyond the everyday sailing experience

of the fans."

"It's what keeps me coming back to the website," I agreed.

"Two: The boats have to have a useful life as charter boats after they're done with AC racing. That means relatively shallow draft or retractable foils."

"And tons of interior accommodations, right?"

"No, that can all be added later, as long as the hull depth is enough for decent headroom after the retrofit. But like, each version of the class rules since the 2013 races has required a comfortable area on deck and below for the press and live camera crew. Once we did that, we started getting much better live on-board video streams. I mean, like, there are still some things that humans can do better than machines."

"But aren't the boats much too fragile to be used for anything but Cup racing?" I asked.

"There's a scantling rule, and some limits on materials. The result is some pretty good mega-cruisers entering the charter fleet. Plus it keeps the interest level up: each boat is kind of an ambassador for the A-Cup wherever it goes."

"Well, with no big America's Cup lawsuits in the news," I joked, "I guess you need something to keep interest up."

"Item three," Lee continued, "is that the crews and skippers have to actually be nationals of the country of the yacht club they represent."

"That's a big break from tradition," I pointed out. "Even back in the 19th Century, the New York Yacht Club imported most of the crew and even the skipper for some of their defenders."

"For sure. That was back when the technology was all local, and the event

was seen as a test of each country's ability to design and build the fastest yacht. But like, now the technology is all global, the sponsors are multinational and the boats can be

built anywhere. So the only way to make this thing a meaningful contest between countries is via the nationality of the crew."

"Makes sense," I yawned, feeling my eyelids taking on more ballast.

"We're not done," said Lee, sensing her time window was about to close. "Item four is to require that all measurement and design details become public as soon as a boat is measured in for the selection trials. It makes it much more inter-

*"I didn't know  
U.S. Sailing still  
existed."*



esting for us designers, and probably for most of the fans, too."

"It should be a great show," I said, slurring a couple of words. "You know, back in the States these days, sometimes it seems like we spend more time watching sailboat racing from Europe than actually doing it ourselves."

"That's what the sponsors have always wanted!" said Lee. "And those deep keels that came into fashion in the '90s sure didn't help. That's when the entire genre of 'racer-cruiser' started to vanish, probably because most of the good cruising grounds over there involve a lot of shallow water. But like, I imagine it made your break with U.S. Sailing all that much easier, with so many sailors who felt totally disenfranchised by the racing community."

"Yikes, what's that?" I said as I jumped away from the window. We were moving down the highway in the fast lane at more than 100 kilometers per hour, but some kind of train had just flashed past our taxi in the center divider of the freeway, on some sort of monorail track structure, going at least twice our speed. "Is this where they run the TGV?"

"Fast trains are so 20th Century," said Lee dismissively. "That's just the guideway for dual-mode cars, and a packet of them just passed us."

"Those are cars?"

"For sure. Little hybrid or pure electric vehicles. They move under their own power around town or out in the 'burbs. But if you want to go anywhere on a freeway — at least, on a freeway that has a center guideway installed — you just pull up to the special on-ramp, lock your high-speed wheels into the guideway track, key in the name or number of the off-ramp you want (which, when the system is finished, will be anywhere in Europe), and the guideway system does the rest. Supplies electrical power and all vehicle control. You can read your email, watch a movie or take a nap. The cars have flat fronts and backs, so they like, hook up into long trans with hardly any air resistance. Top speed is about 190 kph."

"So that's what those funny-looking little vehicles were at the airport," I said.

"They finally realized that people weren't about to give up their cars, so instead of trying to force them onto

trains, they figured out a way to make cars just as efficient as trains. More efficient, actually, because the cross-section is smaller, since you don't need to have an aisle or standing headroom."

"Why don't we have this at home?" I wondered out loud.

"Good question," said Lee, "especially since Americans are even more difficult to pry out of their cars. But noooo. American trans-

portation planners are still pushing unpopular and energy-wasting technologies like rail and bus transit."

"What else is on the ISAF agenda?" I yawned, wondering if I was going to make it all the way through the list before full REM state kicked in.

"Special regs for offshore safety equipment," said Lee. "Some big changes coming up this year."

"Are they going to make GPS anti-collision transponders mandatory?" I asked.

"No reason why not," Lee answered. "They're as cheap as an old VHF, and most of us are using them now anyway. The big issue is the new spec for electronic flares."

"Some of us still think that the old pyrotechnic flares are easier to see," I pointed out.

"But like, expensive!" said Lee. "And with a short shelf-life."

"I'll probably vote to continue allowing the all-electronic flares," I agreed. "At least they operate for days instead of just a minute or two. But I'm not sure about the flotation criteria as an exception to carrying a liferaft in Category 1 events."

"I didn't know that was going to be up for discussion," said Lee.

"I read it on *Scuttlebutt* last night, while I was on the plane."

"Is that guy still alive?" asked Lee. "I thought he replaced himself with a computer program back around 2010."

"I had lunch with him just last week," I said. "He's moving a little slow, but still races to Mexico every now and then."

After passing the security checkpoint to enter the city, and threading our way through Parisian traffic, we finally arrived at the hotel. It was an ancient building on the Left Bank, just off Boulevard St-Germain. But there was a huge puddle in the street blocking the front door.

*"In New York,  
the taxis still charge  
by the BTU."*

"Zee river eez high today," apologized the driver.

"The Seine gets this high?" I asked.

"Anthropogenic climate change," explained Lee. "What used to be called global warming. The latest models are predicting it will flip back to ice age mode in another 50 years. Anyway, the higher sea level prevents the river from draining the way it used to, so there's a lot of flooding in this part of town."

"Let me get the cab fare this time," I yawned, contemplating a badly needed nap in my hotel room.

"Not to worry, Max, the tab is on ISAF. Allow me."

My nap would have to wait a little longer. There was a preliminary procedures meeting going on in a conference room off the lobby, and Lee, recognizing a few of the participants, insisted that this was very important and led me into the room. I was handed a glass of red wine and re-synched my eyepiece to the new document the group was discussing. I didn't last long. I must have fallen dead asleep just minutes after Lee had introduced me. In my dream I was wading through a flooded street near the river, the water soaking my pants — except in the dream I suddenly wasn't wearing any pants . . .

"Max! Wake up!" Lee hissed, shaking my shoulder with one hand while trying to save my capsized glass of wine with the other hand.

"Huh?" I snapped awake to see the puddle on the table pouring over the edge — right into my lap.

"You fell asleep," she whispered. "Right in the middle of the U.S. Sailing report. And then you spilled your glass."

I was mortified. What would the ISAF delegates think of this crude American nodding off and spilling his wine all over himself — especially while the future of U.S. Sailing was being discussed?

But wait — that was water, not wine running off the edge of the table — and Lee looked like a young grad student again. This was not a grand old Parisian hotel, but the yacht club dining room. I looked up to check the agenda in the eyeglass display, but there was nothing there. All I found was a sheet of paper on the table.

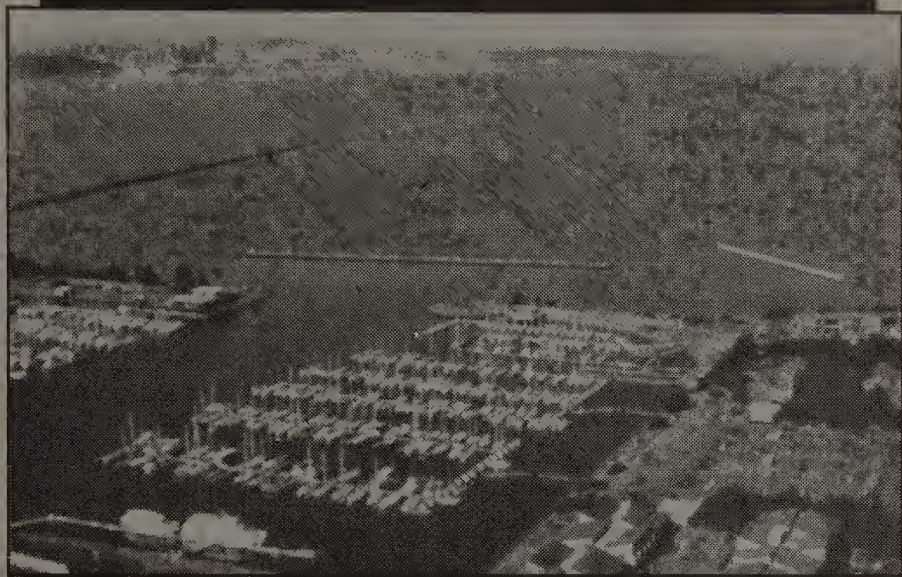
"Check the date," I mumbled to myself. I was enormously relieved to see "January 2005" at the top of the page.

— max ebb



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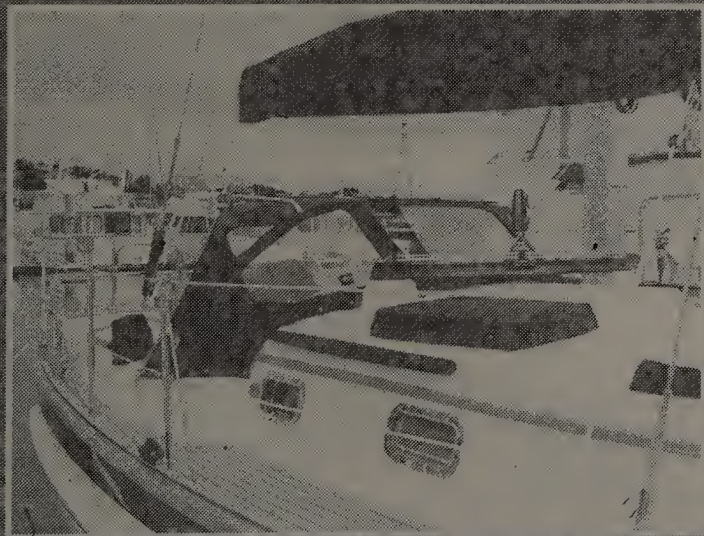
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# CREW LIST 2005

**C**an we just cut to the chase here? Sailing is fun, it's healthy for the mind and body, and you should do more of it.

How do you do more of it if you don't have a boat? Good question. Perhaps you have a boat but need to find someone to

## I AM / WE ARE LOOKING FOR CREW TO RACE ON MY/OUR BOAT

NAME(S): \_\_\_\_\_

AGE(S): \_\_\_\_\_ SEX: \_\_\_\_\_ PHONE: (\_\_\_\_) \_\_\_\_\_

CONTACT IF DIFFERENT THAN PHONE: \_\_\_\_\_

BOAT TYPE / SIZE \_\_\_\_\_

### I / WE PLAN TO RACE:

(check as many as apply)

- |   |  |
|---|--|
| 1) _____ San Francisco Bay                            | a) _____ Handicap                                  |
| 2) _____ Monterey/Santa Cruz                          | b) _____ One Design                                |
| 3) _____ Ocean Series                                 | c) _____ YRA Season                                |
| 4) _____ 2005 TransPac                                | d) _____ Specialty Events<br>and/or occasional YRA |
| 5) _____ Coastal Race(s)                              |  |
| 6) _____ Mexico Race(s)                               | e) _____ Beer Cans                                 |
| 7) _____ Baja Ha-Ha Cruiser's<br>Rally (late October) | f) _____ Anything & everything                     |
| 8) Other _____  |  |

### I / WE WANT CREW:

- 1) \_\_\_\_\_ Who will consistently put out 100% for the chance to get experience, and won't complain when wet, bruised or scared silly
- 2) \_\_\_\_\_ With at least one full season of racing experience
- 3) \_\_\_\_\_ With more than three years experience
- 4) \_\_\_\_\_ Willing to do occasional maintenance/repairs
- 5) \_\_\_\_\_ Willing to do occasional lunches/galley duty

### I / WE RACE:

- 1) \_\_\_\_\_ Casually. Winning is nice, but let's keep it fun.
- 2) \_\_\_\_\_ Pretty seriously. Why else make the effort?
- 3) \_\_\_\_\_ Very seriously. I/we don't like to lose.

Mail completed form and \$7 to: *Latitude 38*,  
Attn: *Racing Crew List*, 15 Locust Ave., Mill Valley, CA 94941  
by **FEBRUARY 15, 2005.**

know, you sail his boat for a week in say, the Great Lakes, and he flies here and sails yours for a week — a neat, simple and cheap way to take a sailing vacation.

One great way to achieve all these sailing goals is starting you right in the face. We call it the *Latitude 38* Crew List and it's been getting people and boats together for more than 20 years.

**I**t really can't be easier to use. To begin, check out the forms on these pages and find the one that most closely suits the type of sailing or sailors you're most interested in. For example, if you started sailing recently and are really enthused about jumping in with both feet, you'll likely want to send in a "Want to Crew on a Racing Boat" form. If you're a boat owner taking off for far horizons, you'll probably be most interested in the "Looking for Cruising Crew" form. For those in between — daysailors looking for boats or crew, people looking for other folks to co-charter with them, or even boat owners willing to 'swap' boats in other areas of the country or world — there are categories for you, too.

Once you find the form that best suits your fancy, fill out as much information as you can as accurately as you can. Then enclose the form with the \$7 advertising fee in an envelope and

## HAVE SAILBOAT, WILLING TO TAKE OTHERS OUT FOR CASUAL DAYSAILING

NAME(S): \_\_\_\_\_

AGE(S) \_\_\_\_\_ SEX: \_\_\_\_\_ PHONE: (\_\_\_\_) \_\_\_\_\_

CONTACT IF DIFFERENT THAN PHONE: \_\_\_\_\_

### I AM / WE ARE:

- 1) \_\_\_\_\_ Single to take singles out
- 2) \_\_\_\_\_ Couple to take couples out
- 3) \_\_\_\_\_ Singles, couples or small groups okay, but leave any kids home
- 4) \_\_\_\_\_ Kids okay as long as you can control them

Mail completed forms and \$7 to: *Latitude 38*,  
Attn: *Daysailing Crew List*, 15 Locust Ave., Mill Valley, CA 94941  
by **MARCH 15, 2005.**

help you sail it. Maybe you want to fly to some exotic locale and charter a boat, but can't afford to by yourself. Or maybe you'd like to do a 'time share' with a sailor from another area — you

send it to our office. (The forms also appear online at [www.latitude38.com](http://www.latitude38.com))

Once we receive the forms, we compile them into two Crew List articles, one in the March issue and one in April. The March one will be for racers only, as those boats will need to firm up crew for the racing season early. In April, we'll run the Cruising.



Co-Chartering, Daysailing and Boat Swapping Crew Lists. In both issues, we'll publish the names of everyone who sent in a form, along with a contact number and a little bit about the

## WANT TO JOIN OTHERS FOR CASUAL DAYSAILS

NAME(S): \_\_\_\_\_

AGE(S): \_\_\_\_\_ SEX: \_\_\_\_\_ PHONE: (\_\_\_\_) \_\_\_\_\_

CONTACT IF DIFFERENT THAN PHONE: \_\_\_\_\_

### I AM / WE ARE:

(check as many as apply)

- 1) \_\_\_\_\_ Single      4) \_\_\_\_\_ Would like to bring kids  
2) \_\_\_\_\_ Couple      5) \_\_\_\_\_ Going sailing to escape the kids  
3) A group of \_\_\_\_\_ (state number) friends interested in sailing

Mail completed forms and \$7 to: *Latitude 38*,  
Attn: Daysailing Crew List, 15 Locust Ave., Mill Valley, CA 94941  
by **MARCH 15, 2005**.

desires and skills of each Crew List participant. Both the March and April lists contain hundreds of names of people of both sexes, all ages and all experience levels. If you're a boat owner and can't find crew here, well, maybe it's time you got that leprosy taken care of.

When the March and April issues come out, look over the lists of people whose needs best match your desires, and start making calls. If you sent in a form yourself, you'll also be getting calls, of course. Many Crew Listees end up facing the pleasant dilemma of having to choose from a variety of offers. Also, in early April, we'll have a big Crew List Party, where you can come and meet your new crew or skipper, keep looking for a boat or crew if you haven't found one — or just hang out and enjoy the company of some like-minded people. Any way you look at it, the Crew List experience is pretty much a win-win deal.

But you can't 'win' if you don't play. And you can't play unless you read and acknowledge the following: The *Latitude 38* Crew List advertising supplement is for informational purposes only. *Latitude 38* neither makes nor implies any guarantee, warranty or recommendation as to the character of individuals who participate in the Crew List, or the conditions of their boats and equipment. You must judge those things for yourself.

Now that the lawyers are happy, here are some tips and suggestions to help you get the most out of 'Listing':

• **Be Honest.** This is probably the most important 'rule' of all. Don't artificially inflate your experience or skill level. It's bad karma, for one, and — on a racing boat especially — it will

## I / WE WANT TO CREW ON A RACING BOAT

NAME(S): \_\_\_\_\_

AGE(S): \_\_\_\_\_ SEX: \_\_\_\_\_ PHONE: (\_\_\_\_) \_\_\_\_\_

CONTACT IF DIFFERENT THAN PHONE: \_\_\_\_\_

### I / WE WANT TO RACE:

(check as many as apply)

- 1) \_\_\_\_\_ San Francisco Bay      4) \_\_\_\_\_ 2005 TransPac  
2) \_\_\_\_\_ Monterey/Santa Cruz      5) \_\_\_\_\_ Coastal Race(s)  
3) \_\_\_\_\_ Ocean Races      6) \_\_\_\_\_ to Mexico (Nov)

### I / WE PREFER:

- 1) \_\_\_\_\_ Boats under 30 feet      4) \_\_\_\_\_ Dinghies  
2) \_\_\_\_\_ Boats over 30 feet      5) \_\_\_\_\_ Multihulls  
3) \_\_\_\_\_ Specific class or design \_\_\_\_\_

### MY/OUR EXPERIENCE IS:

(Check/circle where appropriate)

- 1) \_\_\_\_\_ None  
2) \_\_\_\_\_ A Little: a) Little or no racing, little other sailing experience;  
b) Little or no racing, one or more years of general sailing;  
c) Little or no racing, lots of cruising and/or daysailing  
3) \_\_\_\_\_ Moderate: a) Less than one full season; b) Out of area racing experience, but am unfamiliar with local conditions.  
4) \_\_\_\_\_ Mucho: a) One or two full local seasons; b) One or two long-distance ocean races; c) Years of Bay and ocean racing

Other pertinent experience: \_\_\_\_\_

### I / WE WILL:

(check as many as apply)

- 1) \_\_\_\_\_ Help with the bottom, do maintenance — anything!  
2) \_\_\_\_\_ Play boat administrator, go-fer  
3) \_\_\_\_\_ Go to the masthead to retrieve the halyard at sea  
4) \_\_\_\_\_ Navigate, I've got lots of experience  
5) \_\_\_\_\_ Do foredeck, I've got lots of experience  
6) \_\_\_\_\_ Do grinding, I've got muscle  
7) \_\_\_\_\_ Do lunches/provisioning

Mail completed form and \$7 to: *Latitude 38*,  
Attn: Racing Crew List, 15 Locust Ave., Mill Valley, CA 94941  
by **FEBRUARY 15, 2005**.

come back to bite you. We don't mind sailing with BS'ers, as long as they're honest ones.

• Along the same vein, *little or no experience is not always a*



# CREW LIST 2005

## I AM / WE ARE LOOKING FOR CRUISING CREW

NAME(S): \_\_\_\_\_

AGE(S): \_\_\_\_\_ SEX: \_\_\_\_\_ PHONE: (\_\_\_\_) \_\_\_\_\_

CONTACT IF DIFFERENT THAN PHONE: \_\_\_\_\_

### WHERE AND WHEN:

MY/OUR BOAT IS A: \_\_\_\_\_

I/WE PLAN TO SAIL TO: \_\_\_\_\_

ON OR ABOUT (DATE): \_\_\_\_\_

### MY / OUR IDEAL CREW WILL:

(Check as many as apply)

- 1) \_\_\_\_\_ Be willing to share basic expenses such as food and fuel
- 2) \_\_\_\_\_ Be willing to bust butt preparing the boat
- 3) \_\_\_\_\_ Have more desire than experience
- 4) \_\_\_\_\_ Have lots of ocean experience
- 5) \_\_\_\_\_ Know more about offshore navigation than just pushing buttons on the GPS
- 6) \_\_\_\_\_ Have mechanical skills for the engine, refrigeration, etc.
- 7) \_\_\_\_\_ Have language skills: a) Spanish, b) Other: \_\_\_\_\_
- 8) \_\_\_\_\_ Other skills (woodworking, scuba, etc.) \_\_\_\_\_
- 9) \_\_\_\_\_ Be unattached and unopposed to the possibility of a friendship blossoming
- 10) \_\_\_\_\_ Look good in a bikini/speedo/birthday suit
- 11) \_\_\_\_\_ Understand and appreciate Jim Carrey's humor.

Mail completed form and \$7 to: *Latitude 38*,  
Attn: *Cruising Crew List*, 15 Locust Ave., Mill Valley, CA 94941  
by **MARCH 15, 2005.**

*disadvantage.* If you're looking for a boat on which to crew, you newbies out there have as good a chance — okay, *almost* as good — as more experienced hands. The truth be told, you might even have an advantage over more experienced folks in some cases. Why? Experienced people are more likely to take issue with an owner about the set of the sails, best way to anchor and so on. Novice hands, however, are happy to do things just the way the skipper teaches them. Hey, it is his (or her) boat.

• *Be realistic about the commitment.* Sailing takes time. Even a simple daysail can end well after dark by the time the boat gets put away — the 'time flies when you're having fun' principle in action. Cruising and chartering are obviously 24-hour-a-day pursuits, but perhaps the most time-intensive type of sailing out there is racing. Tons of behind-the-scenes work goes on in any successful racing campaign, and most of it ain't out on the race course. It's done at the dock, on the trailer or in the yard.

## I / WE WANT TO CREW ON A CRUISING BOAT

NAME(S): \_\_\_\_\_

AGE(S) \_\_\_\_\_ SEX: \_\_\_\_\_ PHONE: (\_\_\_\_) \_\_\_\_\_

CONTACT IF DIFFERENT THAN PHONE: \_\_\_\_\_

### SAILING EXPERIENCE:

- 1) \_\_\_\_\_ None, but I'll do anything within reason for the chance. I understand that from time to time I'll probably get cold, seasick, mad at the owner and wish like hell I was anywhere but on the boat. I'm still game
- 2) \_\_\_\_\_ Some. At least a) 5, b) 10, c) 20 sails on the Bay or equivalent while being active and suffering the normal cuts, bruises and hollering
- 3) \_\_\_\_\_ Moderate. Several years active crewing on the Bay or equivalent, or at least one long coastal or trans-ocean trip
- 4) \_\_\_\_\_ Lots. Several long ocean passages

### I / WE WANT TO CRUISE:

(check as many as apply)

- |   |                                 |
|---|---------------------------------|
| 1) _____ SF Bay and/or Delta                                    | 8) _____ Caribbean              |
| 2) _____ Monterey Bay   | 9) _____ Mediterranean          |
| 3) _____ Southern California                                    | 10) _____ Anywhere warm         |
| 4) _____ Mexico this fall/winter                                | 11) Other destination(s): _____ |
| 5) _____ Hawaii and/or South Pacific                            |                                 |
| 6) _____ Pacific Northwest or Alaska                            |                                 |
| 7) _____ In the Baja Ha-Ha Cruisers Rally to Mexico (late Oct.) |                                 |

### I / WE CAN OFFER:

(check as many as apply)

- 1) \_\_\_\_\_ At least a month of shared expenses
- 2) \_\_\_\_\_ Mechanical skills: engine, electronics, refrigeration, etc.
- 3) \_\_\_\_\_ Elbow grease for bottom work, varnishing and upkeep
- 4) \_\_\_\_\_ Cooking and cleaning skills
- 5) \_\_\_\_\_ Language skills — I'm reasonably conversant in a) Spanish; b) Other(s): \_\_\_\_\_
- 6) \_\_\_\_\_ Ornamental skills — I look good in a bikini/speedo
- 7) \_\_\_\_\_ Personality skills — I don't get pissed when awakened at 3 in the morning and can maintain a sense of humor in most situations
- 8) \_\_\_\_\_ Other skill(s): \_\_\_\_\_

Mail completed form and \$7 to: *Latitude 38*,  
Attn: *Cruising Crew List*, 15 Locust Ave., Mill Valley, CA 94941  
by **MARCH 15, 2005.**

And as part of the crew, you'll likely be expected to put in your share of layday work. This is not to mention the racing itself, which goes on for various fleets literally every single weekend of the summer. Whatever the schedule of your boat's fleet, you as crew will be expected to show up on time and in working order for each race unless you call *well* in advance to let your mates know about changes in plans.



## I / WE WANT TO CO-CHARTER

NAME(S): \_\_\_\_\_

AGE(S): \_\_\_\_\_ SEX: \_\_\_\_\_ PHONE (\_\_\_\_\_) \_\_\_\_\_

CONTACT IF DIFFERENT THAN PHONE: \_\_\_\_\_

### WHERE AND WHEN:

I/we want to co-charter for \_\_\_\_\_ weeks in the (spring, summer, fall, winter) \_\_\_\_\_ of 2005.

### SAILING EXPERIENCE:

(Check one from each column)

- |  |   |
|--|---|
| 1) _____ Little or none  | a) _____ I'd like co-charterer to skipper and give me direction     |
| 2) _____ Moderate. I sail regularly and have chartered before                              | b) _____ Prefer co-charterer of at least equal proficiency          |
| 3) _____ Lots. I've sailed and/or chartered many types of boats and am a competent skipper | c) _____ Would be willing to co-charter with less experienced party |

### I/WE PREFER TO CO-CHARTER:

(check as many as apply)

- 1) \_\_\_\_\_ Bareboats (we sail)
- 2) \_\_\_\_\_ Crewed (professional skipper and/or crew)
- 3) \_\_\_\_\_ With other couples
- 4) \_\_\_\_\_ With other singles
- 5) \_\_\_\_\_ With my/our well-behaved kids, age(s) \_\_\_\_\_
- 6) \_\_\_\_\_ A smaller (30 to 40 ft) boat with one or two other people
- 7) \_\_\_\_\_ A medium (40 to 50 ft) boat with four to six other people
- 8) \_\_\_\_\_ A large (60 ft or more) boat, the more co-charterers the merrier

### I/WE WANT TO CHARTER IN:

- |                              |                            |
|------------------------------|----------------------------|
| 1) _____ San Francisco Bay   | 6) _____ Pacific Northwest |
| 2) _____ Monterey/Santa Cruz | 7) _____ Caribbean         |
| 3) _____ Southern California | 8) _____ Mediterranean     |
| 4) _____ Mexico              | 9) Other: _____            |
| 5) _____ Hawaii              |                            |

Mail completed form and \$7 to Latitude 38,  
Attn: Co-Charterer Crew List, 15 Locust Ave., Mill Valley, CA 94941  
by **MARCH 15, 2005.**

## I / WE WANT TO BOAT SWAP

NAME(S): \_\_\_\_\_

AGE(S): \_\_\_\_\_ SEX: \_\_\_\_\_ PHONE: (\_\_\_\_\_) \_\_\_\_\_

CONTACT IF DIFFERENT FROM PHONE: \_\_\_\_\_

### WHERE AND WHEN:

My/our boat is a \_\_\_\_\_.

I/we would like to swap boats with the owner of a similar vessel in the (Pacific Northwest, Caribbean, SoCal, Mediterranean, etc.) \_\_\_\_\_ area.

I/we would like to cruise this area for about \_\_\_\_\_ weeks in the month of \_\_\_\_\_, 2005.

Mail completed form and \$7 to: Latitude 38,  
Attn: Boat-Swapping Crew List, 15 Locust Ave., Mill Valley, CA 94941  
by **MARCH 15, 2005.**

racers no later than **February 15**. Everyone else has until **March 15**. These dates are not arbitrary. If we don't have the forms in our hot little hands by then, your name won't go in. Your name will also not go in if the \$7 advertising fee isn't included with the form. In case you forget, all the pertinent information is at the bottom of each Crew List form.

- *Women Crew Listettes.* Women taking part in the Crew List are encouraged to use first names only — and some form of screening responses such as email addresses, voicemail or fax numbers. If you are a woman, you *will* get calls (some women have reported getting calls years after their names appeared), and it will just be more convenient if you don't use a home phone number.

- *One person per form please* — unless you are offering your skills or services as a couple-only and don't wish to be considered individually. Hey, we've been in love; we know how great it can be to share an adventure like cruising to a faraway land together. If you need more forms for friends or whatever, just make copies of these.

**W**ell, that's about it. We plan to rerun the forms next month, but we strongly encourage you to use these and get them in early. Why? Because, for one thing, we've been known to forget to run the forms the next month. For another, by cutting right to the chase we hope we've 'captured' your imagination — and that you will use the Crew List to expand your sailing horizons in 2005.

In a related tenet, even if you discover halfway through the season that racing's not really your cup of tea, tough it out with a good attitude until the end. The sailing community is a small one, and once you establish yourself as a dependable player, other opportunities will develop.

- *Be realistic about deadlines.* We must receive forms from



# THE RACING

**With reports this month on five very light midwinter races; a quick look at who's going to Key West Race Week; our completely subjective picks for the Top Ten Boats of the Year; and the usual ration of box scores and random race notes.**

## Sausalito YC Midwinters

The second SYC midwinter, held on Sunday, December 5, was slow and uneventful. "At least the weather forecast was wrong, and it didn't rain," said race manager Jeff Zarwell.

Thirty-seven boats showed up for the noon start off Little Harding. Given a gentle 6-8 knot northwesterly, the fleet was sent upwind to Channel Marker #2 off the entrance to Richardson Bay. From there, the first three classes crawled downwind to Fort Mason, while the smaller boats rode the last of the ebb over to Yellow Bluff. The fleets met again at the finish line.

Don Wieneke's J/105 *Lulu* was the unofficial boat of the day, posting the best corrected time on the 6.5-mile course and topping *Rtsk* (ex-*Capricorn*), the next J/105, by over 10 minutes. *We're Coming Too*, Doug Shotton's J/33, also had a big day in Division A, beating runner-up *True North* by 14 minutes — despite reportedly

J/105 — 1) *Lulu*, Don Wieneke; 2) *Risk*, Jason Woodley et. al.; 3) *Orion*, Gary Kneeland; 4) *Whisper*, Eden Kim. (7 boats)

DIV. A-1 (< 149) — 1) *We're Coming Too*, J/33, Doug Shotton; 2) *True North*, Baltic 42, Jeff Dunnavant; 3) *Gammon*, Tartan Ten, Jeff Hutter; 4) *Absolute 02*, Sydney 38, Keith MacBeth. (10 boats)

DIV. A-2 (> 149) — 1) *Mr. Toad*, J/24, John Hunt; 2) *Spindrifter*, Tartan 30, Paul Skabo; 3) *Nixon Was Cool*, J/24, Spiro Agnew; 4) *SouLatitude*, J/24, Jonathan Hagerman. (10 boats)

DIV. B-1 (non-spin < 175) — 1) *Basic Instinct*, Elliott 1050, Jan Borjeson; 2) *Q*, Schumacher 40, Glenn Isaacson; 3) *Velocity*, J/42, John Woodhull; 4) *Youngster*, IOD, Ron Young. (9 boats)

DIV. B-2 (non-spin > 175) — 1) *Roeboat*, Catalina 30, Rod Decker; 2) *Nordlys*, Knarr, Joel Kudler; 3) *Patience*, Ranger 23-T, John Baier; 4) *Fledgling*, Golden Gate, Michael Bonner. (8 boats)

SANTANA 22 — 1) *Tackful*, Frank Lawler; 2) *Elaine*, Pat Broderick. (3 boats)

Full results — [www.syconline.org](http://www.syconline.org)

## Berkeley YC Midwinters

If a picture is worth a thousand words, then the one above says it all about the Berkeley YC Midwinters on Saturday, December 11. "Yuck!" growled race co-chair Bobbi Tosse. "Yuck! Yuck, double yuck!"



PAUL KAMEN

materialize, and what little wind there was shut down completely around 3:45 p.m., stranding the majority of the fleet at the leeward mark, 'B' — some on their second rounding, some still on their first. It turned out to be the grimmest race in recent BYC history, with only 33 finishers out of 93 starters. Five of the 12 divisions were washed out entirely.

"It was really ugly, but at least 'B' was conveniently close to the clubhouse bar," noted Tosse. "The last time anyone can remember having to leave boats on the race course was about eleven years ago."

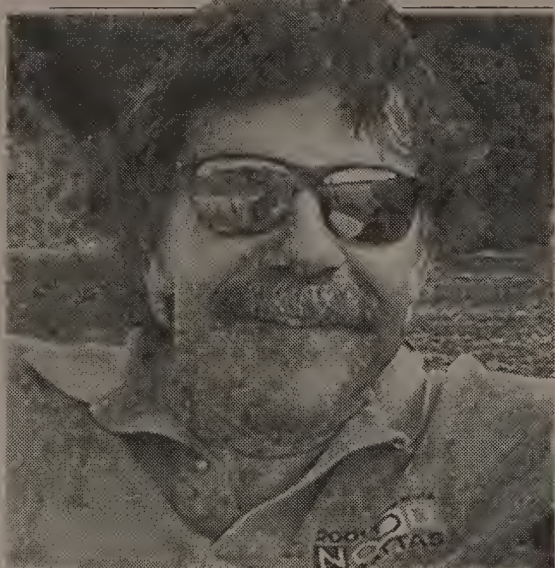
Naturally, Sunday's race was just about perfect. A nice 10-15-knot southwesterly saw the 26 starters scoot around the usual 8.8-mile course, this time using 'D' as the upwind pin. "It's proof, once again, that racers really ought to consider coming out on Sunday," claimed Tosse. "It's gotta be more fun than watching football or whatever else people do on Sunday."

## SATURDAY SERIES (Dec. 11):

DIV. A (< 79) — 1) *Racer X*, Mumm 30, Gary Redelberger; 2) *Bodacious*, Farr One Ton, John Clauser; 3) *Oni*, Beneteau 36.7, Peter Krueger; 4) *Advantage 3*, J/105, Pat Benedict. (9 boats)

DIV. B (81-135) — 1) *1st Impression*, SC 27, Rick Gio; 2) *Mintaka 4*, Farr 38, Gerry Brown; 3) *Undecided*, Ultimate 24, Peter Cook; 4) *Cap-puccino*, Ericson 38, Don Oliver. (9 boats)

DIV. C (138-168) — 1) *Mer Tranquille*, Jeanneau



JACK WIENEKE

Above, Don Wieneke ('Lulu') topped the J/105s at the GGYC and SYC midwinters. Right, KWRW-bound Dan Hauserman ('Personal Puff') now has two bullets in the BYC Sunday Series.

dragging fenders overboard for the entire race! Jan Borjeson's racy Elliott 1050 *Basic Instinct* took the big non-spinny class and posted the best corrected time among the three classes on the 3.5-mile course.



LATITUDE ARCHIVES

After a 30-minute postponement, the racers began the standard 8.8-mile triangle, windward/leeward course in light air, heading off toward mark 'F'. The forecasted 5-10-knot northwesterly failed to





**Parking Lot 'B' — The Saturday BYC Midwinters started off slow, and things went downhill from there. Anyone for tennis?**

Sun Odsy. 34.2, Larry Morales. (9 boats; all others DNF)

DIV. D (> 170) — No finishers. (6 boats)  
SF 30s — 1) **Jeannette**, Tartan Ten, Henry King;  
2) **Redux**, Olson 911-S, Nick Barnhill. (11 boats; all others DNF)

OLSON 30 — 1) **Wraith**, Ray Wilson; 2) **Dragon song**, Thomas Knowles. (5 boats)

NEWPORT 30 — No finishers. (6 boats)

ANTRIM 27 — 1) **Arch Angel**, Bryce Griffith; 2)

**Max**, Bryan Wade. (4 boats)

MERIT 25 — No finishers. (8 boats)

MELGES 24 — 1) **Go Dogs Go**, Hawkins/ Parsons; 2) **Wuuf Daddy**, Dean Daniels. (5 boats)

MOORE 24 — No finishers. (11 boats)

J/24 — No finishers. (9 boats)

#### **SUNDAY SERIES (Dec. 12):**

DIV. I (< 91) — 1) **Personal Puff**, Melges 24, Dan Hauserman; 2) **Racer X**, Mumm 30, Gary Redelberger. (5 boats)

DIV. II (93-165) — 1) **Synchronicity**, Olson 25, Steve Smith; 2) **Flexi Flyer**, Soverel 33, Mitchell Wells. (6 boats)

DIV. III (168) — 1) **TMC Racing**, J/24, Michael Whitfield; 2) **Frog lips**, J/24, Richard Stockdale; 3) **Half Blind Monkey**, J/24, James Zervos. (7 boats)

DIV. IV (> 170) — 1) **Latin Lass**, Catalina 27, Bill Chapman; 2) **Antares**, Islander 30 Mk. II, Larry Telford. (5 boats)

OLSON 30 — 1) **Hoot**, Andy Macfie. (3 boats)

Full results — [www.berkeleyyc.org](http://www.berkeleyyc.org)

#### **Alameda YC Midwinters**

Thirty-one boats showed up for the

second AYC midwinter race on the Oakland Estuary on Sunday, December 12. Conditions were even more fickle than usual, with a light, shifty southerly and ebb conspiring to stump the racers. "The wind was all over the place," noted regatta chair M.L. Higgins. "At one point, we had boats flying spinnakers to both the weather mark and the leeward mark at the same time."

Division A and the Columbia 5.5s sailed a 5.7-mile course, while the other three classes did a shorter 4.4-miler. If nothing else, the conditions — which were either "challenging", "frustrating", or "totally ----ed", depending on whom you asked — upset the established pecking order. For once, each class had a different winner than last month — a relative rarity in this intimate league.

DIV. A (0-138) — 1) **Wile Coyote**, Express 27, Dan Pruzan; 2) **Lightwave**, J/105, Richard Craig; 3) **Rascal**, Wilderness 30 cust., Rui Luis; 4) **True Grits**, Express 27, Jay Montgomery. (8 boats)

DIV. B (Columbia 5.5) — 1) **Wings**, Mike Jackson; 2) **Alert**, Richard Humphrey. (5 boats)

DIV. C (139-189) — 1) **Cassiopeia**, Islander 36, Kit Wiegman; 2) **Shadow Fax**, Olson 25, Mark Simpson; 3) **Double Agent**, Merit 25, Robin Ollivier. (6 boats)

DIV. D (> 190) — 1) **Lone Ranger**, Ranger 26, Ken Vaeggi. (3 boats)

DIV. E (non-spinny) — 1) **Dancing Girl**, Catalina 30, Ron Mero; 2) **Flyer**, Peterson 33, John Diegoli; 3) **Dominatrix**, Santana 22, Heidi Schmidt; 4) **Pearl**,

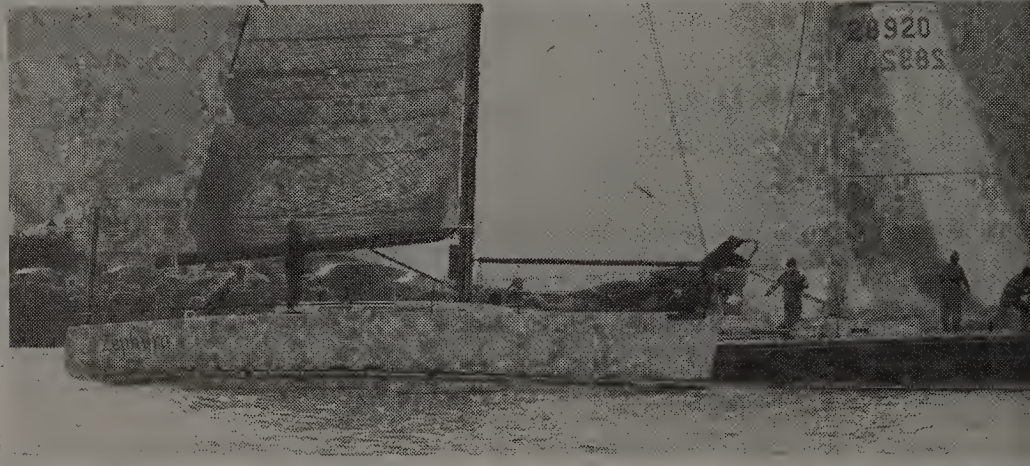
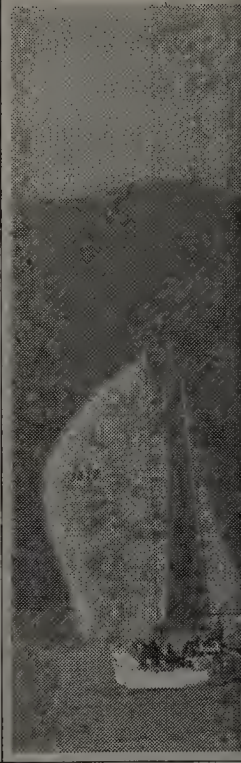
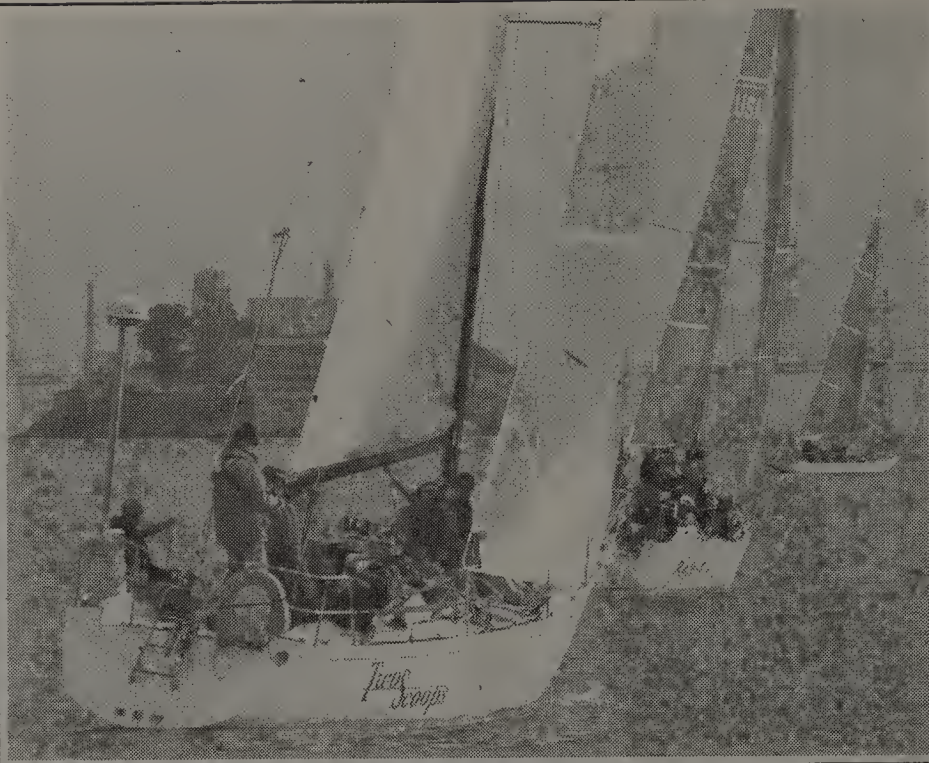
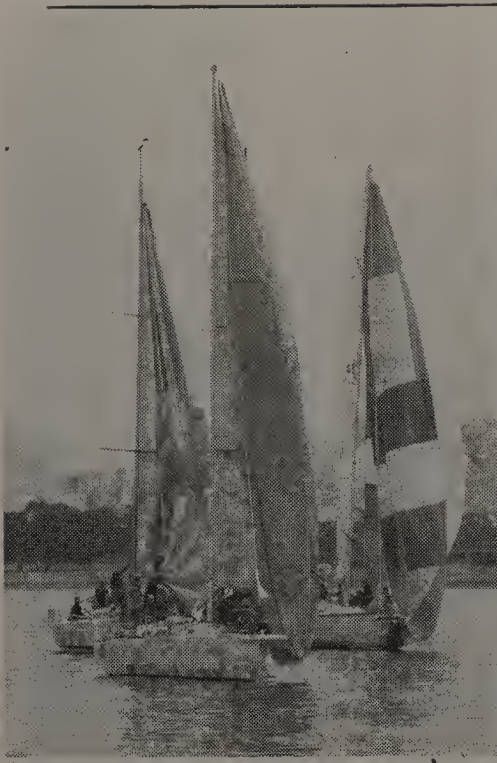
Ranger 23, Michael Law. (9 boats)

#### **Golden Gate YC Midwinters**

"We got sooo lucky!" claimed race volunteer Matt Jones, about the second GGYC midwinter race, held on Saturday, December 5. "With 24 courses to choose from, we couldn't find any that worked, given the light northeasterly — so we just guessed at where to go and what direction to start in. We actually wanted a longer course than usual, but didn't mean for it to take that long! About halfway through, when it looked like hardly anyone would finish, I was praying for 10 knots of breeze from any direction, just for half an hour! Amazingly, that's what happened."

Sending the first four classes, the bulk of the fleet, on a 10.8-mile course (Blackaller, Harding, Blossom, Blackaller, Mason, finish) was an ambitious call, but it turned out to be a good one. Spinnakers sprouted on the starting line for the run to Blackaller, and then it was a long, deck-shuffling beat against the ebb to Harding Rock. From there, the fleet beat to Blossom, with boats that left Alcatraz to starboard making out better than the leeward contingent when the wind died and the flood began pushing boats past the mark. At least one boat, Doug Holm's new J/100 *Faster Horses*, started its engine rather than bounce off the buoy.





The entire fleet then sat becalmed at Blossom Rock for half an hour, barely holding its own against the building flood. Eventually, Jones's prayed-for wind, a nice mid-afternoon westerly, developed, essentially hitting the 'restart' button half-way through the race. By then, the two big boats — the DK-46 *Zephyra* and SC 52+ *Kokopelli II* — were long gone, going on to correct out 1-2 in Division I. *Zephyra* took the gun and won easily on corrected

time. Quantum sailmaker Jeff Thorpe drove *Zephyra* for owner Robert Youngjohns, who was on vacation, and was ably assisted by J.V. Gilmour, Matt Noble, Will Matievich, 'B-Max Bob' McIntire, Jennafer Anderson, Campbell Rivers, Tim Duffy, John Oldham, and Hans Williams.

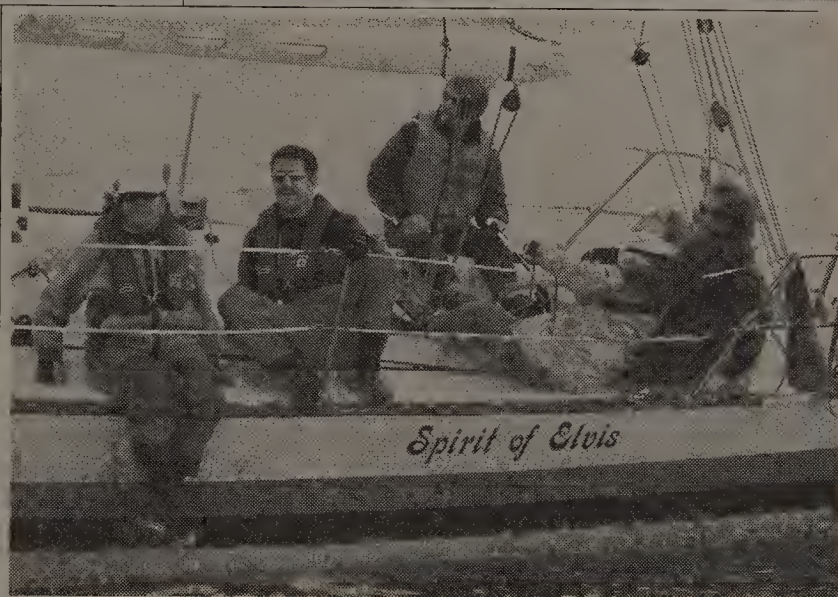
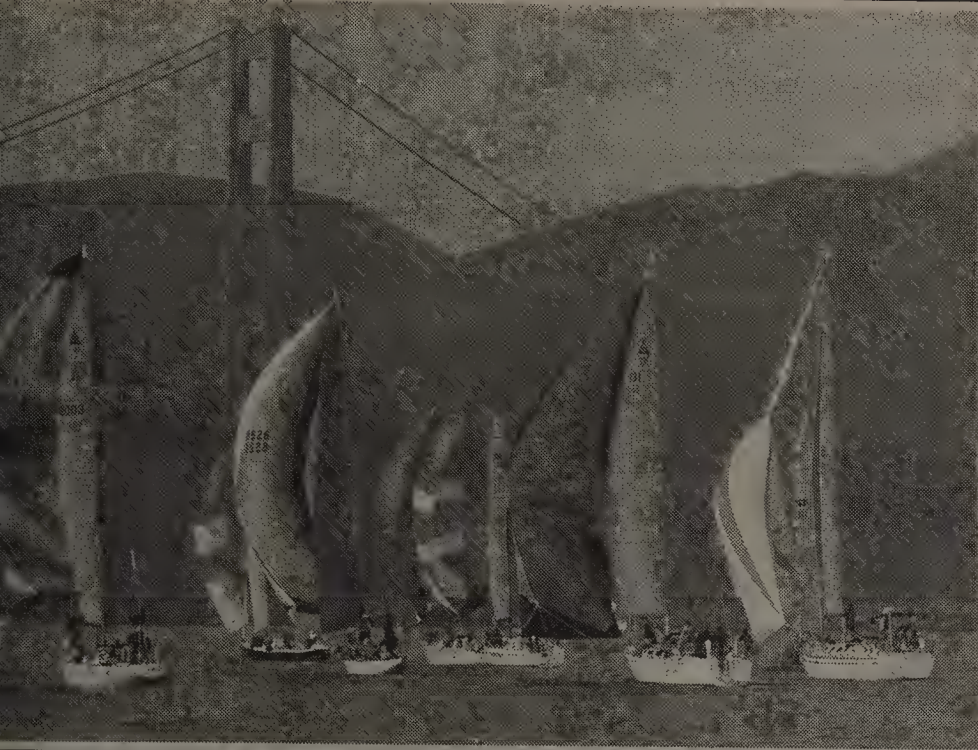
"It was a fun group, and a fun day," claimed Thorpe, who is currently readying *Zephyra* for the upcoming Cabo Race. "It was a good battle with *Kokopelli*, which

kept pulling up even with us."

Eric Bauer's Mumm 30 *Sand Dollar* came in third in Division I, which, combined with a bullet last time, puts them comfortably ahead in their cumulative class standings. Four boats — *Yucca*, *Eyrie*, *Ka-Nina*, and *Benino* — were repeat winners, and thus in the running for the Seaweed Soup Bowl (best performance in class).

The GGYC Midwinters will reconvene





on January 8, a week later than usual due to New Year's Day falling on the first Saturday of the month (what? sailors can't sail with hangovers?). Crew will be at a premium that day, as the series conflicts with the Berkeley, South Beach, and South Bay YRA midwinters.

DIV. I (< 70) — 1) **Zephyra**, DK-46, Robert Youngjohns/Jeff Thorpe; 2) **Kokopelli II**, SC 52, Lani Lund; 3) **Sand Dollar**, Mumm 30, Erich Bauer; 4) **Outrageous**, Olson 40, Linkmyer/Brown; 5) **White**

**Elvis was in the building — December's Golden Gate Midwinters started in ebb and an easterly, and ended in flood and a westerly!**

**Dove**, Beneteau 40.7, Mike Garl; 6) **Mr. Magoo**, J/120, Steve Madeira; 7) **Dayenu**, J/120, Jermaine/Payan; 8) **Chance**, J/120, Barry Lewis; 9) **X-Dream**, X-119, Steen Moller; 10) **Q**, Schumacher 40, Glenn Isaacson. (22 boats)

DIV. II (70-141) — 1) **Yucca**, 8-Meter, Hank Easom; 2) **Uno**, WylieCat 30, Steve Wonner/Bren Meyer; 3) **Breakout**, Santana 35, Steve Hixson; 4) **Harp**, Catalina 38, Mike Mannix; 5) **Bessie Jay**, Ex-

press 27, Brad Whittaker; 6) **Relentless**, Sydney 32, Arnold Zippel; 7) **Shaman**, Cal 40, Steve Waterloo; 8) **Tulelost**, Olson 911-S, John Burnett. (17 boats)

J/105 — 1) **Lulu**, Don Wieneke; 2) **Alchemy**, Walter Sanford; 3) **Whisper**, Eden Kim; 4) **007**, Bruce Blackie. (8 boats)

DIV. III (> 141) — 1) **Eyrie**, Hawkfarm, Tom Condy; 2) **Whitecap**, IOD, Henry Hernandez; 3) **Elaine**, Santana 22, Pat Broderick; 4) **Crazy Jane**, Thunderbird, Doug Carroll. (8 boats)

CATALINA 34 — 1) **Ka-Nina**, Gary Stypulkoski; 2) **Crew's Nest**, Ray Irvine; 3) **Wind Dragon**, Dave



# THE RACING

Davis; 4) **Quemada**, David Sanner. (8 boats)  
 KNARR — 1) **Benino**, John Mounier; 2) **#134**, Eric Gray. (4 boats)  
 FOLKBOAT — 1) **Polperro**, Peter Jeal; 2) **Freja**, Ed Welch; 3) **Windansea**, Don Wilson. (8 boats)  
 Full results — [www.ggyc.org](http://www.ggyc.org)

## Key West Preview

The 18th Key West Race Week, presented by Nautica and scheduled for January 17-21, was up to 289 boats the last time we checked [www.premiere-racing.com](http://www.premiere-racing.com). Expectations are high for another 300+ boat fleet this year, though surpassing the record (326 boats in '01) seems unlikely. Currently, the fleet includes 76 PHRF entries (IMS is dead, and IRC isn't quite ready to debut here) and 210 one designs, with 12 countries and 31 states represented. Here's a quick look at the 13 lucky Bay Area boats headed for the Conch Republic:

**Rosebud**, Reichel/Pugh TP-52 — Roger and Isobel Sturgeon's hugely successful and constantly upgraded *Rosebud* will be making her third appearance at Key West, this time in a level TP-52 class consisting of *Esmeralda*, *Lightwave* (ex-*Alta Vita*), *Sjambok*, and *Trader*. The Sturgeons' crew, most of them regulars, will be driver Jack Halterman, tactician Kevin Miller, boat captain Brent Ruhne, Malcolm Park, Jono Swain, Brian Sharp, Evan Evans, Chris Cantrick, Matt Smith, John Hayes, Keats Keeley, Jeff Brock, and J.J. Isler.

They'll have their work cut out for them, particularly against the two Farr boats, *Esmo* (with Ken Read and company) and *Sjambok* (lately staffed by *Oracle Racing's* John Kostecki, Gavin Brady and Ross Halcrow). It may be awhile before we see the 'Bud again — after KWRW, she'll do the Jamaica Race in February, the new Acura Miami Race Week (ex-SORC) in March, and then head off to the Med to line up against the newest crop of TP-52s.

**Pegasus 80808**, Farr 40 — Philippe Kahn is apparently playing his cards close to his vest for this regatta, as we never heard back from him. He's listed as skipper of a Farr 40 and a Melges 24, but we're pretty sure he's going to show up on the big boat as part of his training for the Farr 40 Worlds in Sydney, Australia, this March. We don't know what combination of the *Pegasus Racing* regulars will race with Kahn on the Farr, but it will surely be an awesome team with a realistic shot at winning this 17-boat class.

**El Ocaso**, J/120 — Rick Wesslund's hoping the third time will be a charm for *El Ocaso* and his "crack" Bay Area team of tactician Adam Sadeg, Tad Lacey, Panda Love, Randy Bigony, Wade Declaris, Russ Mabardy, Bryan Murdock,

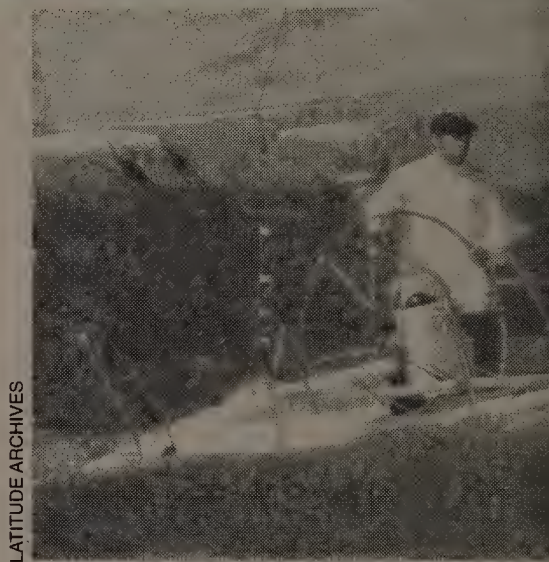
and Greg Suski. Last year, *El Ocaso* came in fourth in a 12-boat PHRF class, with J/120s sailing as a sub-class. This year, hopes are high for 8 or 9 boats and a one design start. "This is the best regatta in the U.S., and we will definitely have another great year!" said Wesslund. "Look for us in the tent, hopefully on the podium."

**Masquerade**, J/105 — Tom Coates obviously loves this regatta — this will be his seventh trip to Key West! He, his crew, and various wives and kids travel in style (private jet), stay in the lap of luxury (a private island resort), and eat at the best restaurants every night. They also do quite well on the race course, tying for first in a 29-boat fleet last year with *Zuni Bear*, but losing on the tiebreaker. With a record 40+ J/105s projected to be at KWRW, this should be a banner year for this class.

To tune up for the regatta, Coates and his crew — tactician Chris Perkins, Mark Chandler, Steve Marsh, Tim Scherer, and Will Sharron — have scheduled some two-boat practicing after the holidays with Coates' local J/105 *Charade* (which will soon be renamed *Masquerade*, as well) and Perkins' *Good Timin'*. After KWRW, *Masquerade* will do Miami Race Week in mid-March, and then be shipped to Bermuda for late April's Bacardi Invitational Race Week.

**Zuni Bear**, J/105 — Okay, so Rich Bergmann's *Zuni Bear* spent the last year in San Diego. But given their phenomenal track record at Key West — and the fact that driver and co-owner/driver Shawn Bennett just moved back to the Bay Area from New England, and the boat now has a slip at StFYC — we consider them a local boat again. Joining the two owners at Key West this year are three Bay Area sailors (pizza tycoons Melissa and Tom Purdy, and John Horsch) and Drew Guay of San Diego. ZB has won the J/105 class two years in a row, and was named the Boat of the Week in 2003. It's a tough act to follow, but this gang is looking forward to the challenge.

**Tiburon**, J/105 — "I've been talking about doing Key West for years, and finally the time was right," said *Tiburon* skipper Steve Stroub, a fixture on the local J/105 circuit. He'll be joined in his KWRW debut by his regular crew: Matt



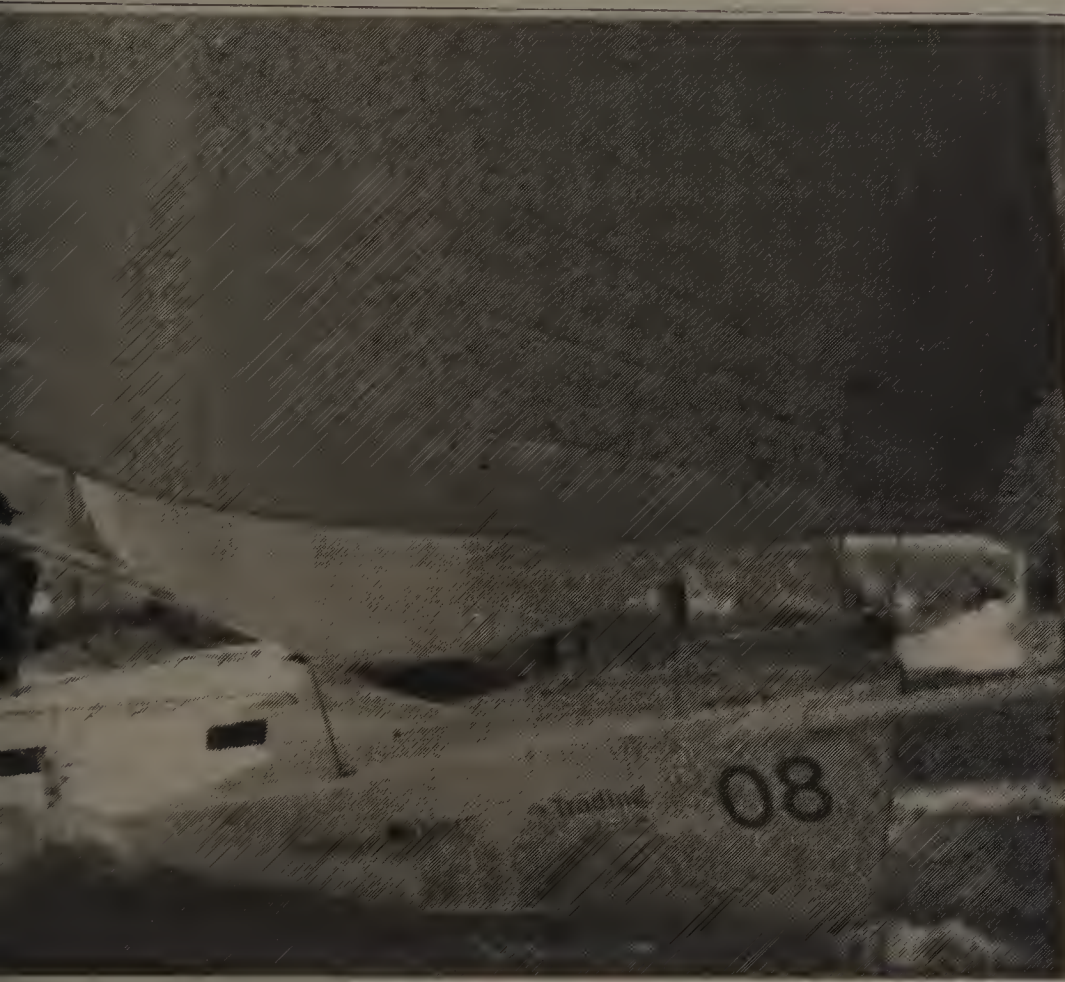
LATITUDE ARCHIVES

Frymier (main/tactics), Rob Schmidt, Jon Gutenkunst, and Ben Kilgore. Newcomer Meg Haslup, an Annapolis sailor whose brother Roy works here at the Doyle loft, will round out the crew. "It'll be interesting to see how we stack up against the East Coast boats," commented Stroub, who purchased some new 'East Coast' sails for the campaign. "Our goal is to break into the top ten — if we somehow end up in the top five, I'll be ecstatic!"

Following KWRW, Stroub will sail *Tiburon* up to Miami and leave it there for the March regatta. After that, if he's still having fun, Stroub may sail in the Charleston (SC) Regatta, the third and final leg of the J/105 Southern Circuit. "I'm even contemplating keeping the boat on the East Coast next summer, doing Block Island and some of the other big events," he said. "I grew up sailing on Barnegat Bay (NJ), and it would be fun to revisit some of my old stomping grounds!"

**Arbitrage/Pippin**, J/105 — *Arbitrage* owner Bruce Stone is taking the 'budget' approach, if there is such a thing, to his first Key West experience — he's chartered David Owens' *Pippin*, which, like Owens, now lives in Florida. He's entering the boat as *Pippin* (due to insurance purposes) and will be using *Pippin's* sails. Stone's crew will be Owens, tactician Bren Meyer, Chris Shepherd, Richard Leevey, and Ashley Perrin. This is the first Key West experi-





Once more into the breach — 'Zuni Bear' (above) and 'Masquerade' (inset) will resume their friendly rivalry next month in Key West.

ence for everyone aboard.

**Lucky Ducky**, WylieCat 30 — Though the entry list shows Hall Palmer's *Lucky Ducky* hailing from San Francisco, he has moved to Florida and dropped off our radar screen. This is Palmer's third trip to KWRW and, if he wins, we will naturally reclaim him as one of our own.

**Grinder**, Melges 24 — Jeff Littfin, a former America's Cup grinder on Tom Blackaller's 12-Meter USA, is returning to Key West for his third time. He'll be joined by Steve Pugh (his partner in his big boat, the J/105 *Wind Dance*), Phil Perkins and John Collins. "Someday we may take the 105, but the Melges is so much easier logistically," noted Littfin, who will leave the boat in Florida for all of next year. "We'll do Miami Race Week, and then — if a hurricane doesn't wipe it out — we'll do the Worlds in Key Largo next December, and then Key West all over again."

Littfin, who has been "a little bit above the middle" the past two times, says his team's goal is to have a good time and try to break into the top third of the estimated 100-boat fleet this year. "Realistically, that will be tough," he allowed. "You have all the regular players returning, as well as a lot of new talent like John Bertrand and

James Spithill, who's bringing the McKee Brothers. It should be great!"

**Light Brigade**, Melges 24 — San Leandro dentist Warren Davidson is making his second trip to KWRW, seven years after his first effort. Joining Davidson on the latest charge of the *Light Brigade* are tactician Ian Storer, Wade Ducksworth, and Jim Dorsey. "The competition down there is extraordinary," said Davidson, "and I don't really know how we'll stack up. Our goal basically is to do better than we did last time."

**Personal Puff**, Melges 24 — It's cold up at Lake Tahoe in the winter, so Dan Hauserman is packing up his family, renting a motorhome, and spending the month of January on a road trip to Key West. He'll be towing *Puff* (ex-*Cavallino*), behind the RV, and will be joined at the regatta by his friends Nick Pullen, Matt Clark, and Norm Andersen, all fellow Tahoe Laser sailors and skiers. They will sail with a to-be-determined lightweight fifth crewmember, too. "We're getting better, and still trying to figure it all out," said Hauserman. "None of us have been to Key West before, but we did the Worlds on the Bay and the Nationals in Santa Cruz, so we have some experience at big regattas."

**Pegasus 492/Pegasus 575** — Shark Kahn (#492) just came in fourth at the Ocean Reef Regatta, a preview of next

December's Melges 24 Worlds in Key Largo. His dad Philippe (#575) was twelfth. This will be Shark's third shot at KWRW, and we suspect he'll be supported by his usual line-up: Crusty Christensen, Richard Clarke, Brian Hutchinson, and Brian Lee). No word on who will be sailing the other boat, or if it will even go.

The Southern Californian contingent currently consists of ten boats: *Groove-derci* (Farr 40, John Demourkas), *Groove-derci* (Mumm 30, Deneen Demourkas), *Wild Thing* (1D-35, Chris & Kara Busch), *Bold Forbes* (J/105, Ed Cummins/Jack Franco), *Invisible* (J/105, Tom Caruthers), #505 (Melges 24, Dave Ullman), *Monsoon* (Melges 24, Bruce Ayres), *Rock n' Roll* (Melges 24, Argyle Campbell), *Travelling Circus* (Melges 24, Kyle Hintze), and *Enigma* (Melges 24, Hubert Guy).

Other Bay Area sailors going to KWRW include Seadon Wijsen (*Detente*, 1D-35), Mario Yovkov and Gareth Orkney (*Flowhorse*, 1D-35), Dee Smith (Q, Mumm 30) and no doubt others. Check [www.premiere-racing.com](http://www.premiere-racing.com) for daily updates, press releases, and pictures. Good luck to all our Golden State warriors!

#### South Bay YRA Midwinters

After being washed out in the first (of five) South Bay YRA Midwinters in November, only 15 boats showed up at the second race, hosted by Sierra Point YC on Saturday, December 4. "I think a lot of people looked at the flat, foggy conditions and just bagged it," said SBYRA stalwart Dave Few. The projected 9-mile race began in a 3-5-knot easterly, which failed to build. After a painfully slow beat east to Channel Marker #4, and a run back to an inflatable off the point, the RC mercifully shortened the course using the radio to bring the fleet back to the start/finish line.

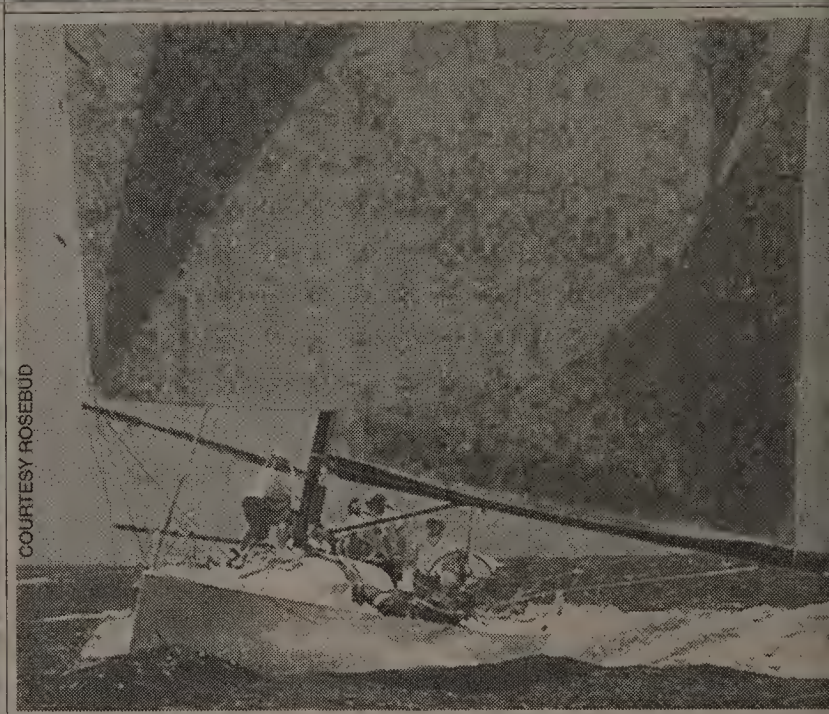
Coyote Point YC boats swept all three divisions, not surprising as CPYC houses the majority of the active racing boats in the South Bay. New regatta chairman Jim Benson took the Big Spinnaker class with his Jeanneau 36 *Windwalker*, topping the Hunter Legend 37 *Spirit* by three seconds on corrected time. Perennial winner Luther Izmirian took the Little Spinnaker class with his International Folkboat *SummerTime*, while Few "lucked out" against the Non-Spinnaker contingent with his trusty Cal 25 *Chablis IV*. Vince Swerkes, who has moved up from a Cal 20, was a distant (21 minutes) runner-up to Few in his new-to-him Ericson 28+ *Chal*.

"The best part was that our daughter came out with us," commented Few, who usually just doublehands with wife Kathleen. "Leslie prefers racing at a higher level, and normally doesn't condescend

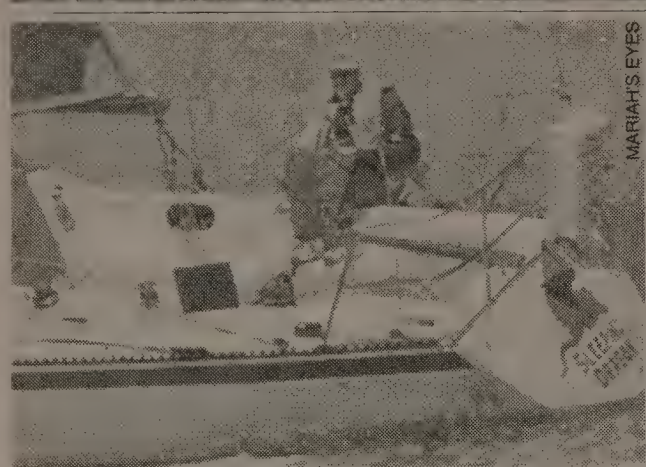




SHARON GREEN



COURTESY ROSEBUD



MARIAH'S EYES



to sail non-spinnaker with her parents!"

**BIG SPINNAKER (< 151)** — 1) **Windwalker**, Jeanneau Sunshine 36, Jim Benson; 2) **Spirit**, Hunter Legend 37, Wayne Weathers; 3) **Sundancer**, Hunter 34, Bob & Pam Carlen. (6 boats)

**LITTLE SPINNAKER (> 150)** — 1) **Summertime**, Int. Folkboat, Luther Izmirian; 2) **Mer Linda**, Catalina 30, Mark Hale. (3 boats)

**NON-SPINNAKER** — 1) **Chablis IV**, Cat 25, Dave & Kathleen Few; 2) **Chai**, Ericson 28+, Vince Swerkes; 3) **Spirit**, Catalina 27, John Thiele. (6 boats)

### Box Scores

Following is a smorgasbord of results

**Top Ten Bay Area Boats of 2005, clockwise from upper left** — 'Pyewacket', which we are designating an honorary Bay Area boat, won the Maxi Worlds; 'Scorpio' took the inaugural Hawaii Offshore Series and lots more; 'Rosebud' won the Bermuda Race; 'Summer Moon' dominated OYRA; and 'Sleeping Dragon' swept the shorthanded circuit, and was also the top boat in the Coastal Cup.

from San Diego, Key Largo, Long Beach, the final collegiate rankings, and even a few local regattas:

### HOT RUM SERIES (SDYC; final results):

**DIV. I** — 1) **Margaritaville 1.5**, Andrews 52, Jay Steinbeck, 11 points; 2) **Staghound**, R/P 50, Alec Obeschmidt, 13; 3) **Falcon**, Tripp 50, Ernie Pennell, 17; 4) **Piranha**, Farr 40, Dave Voss, 18; 5) **Stark Raving Mad**, J/145, Jim Madden, 25; 6) **Medicine Man**, Andrews 61, Bob Lane, 26; 7) **Blue Blazes**, R/

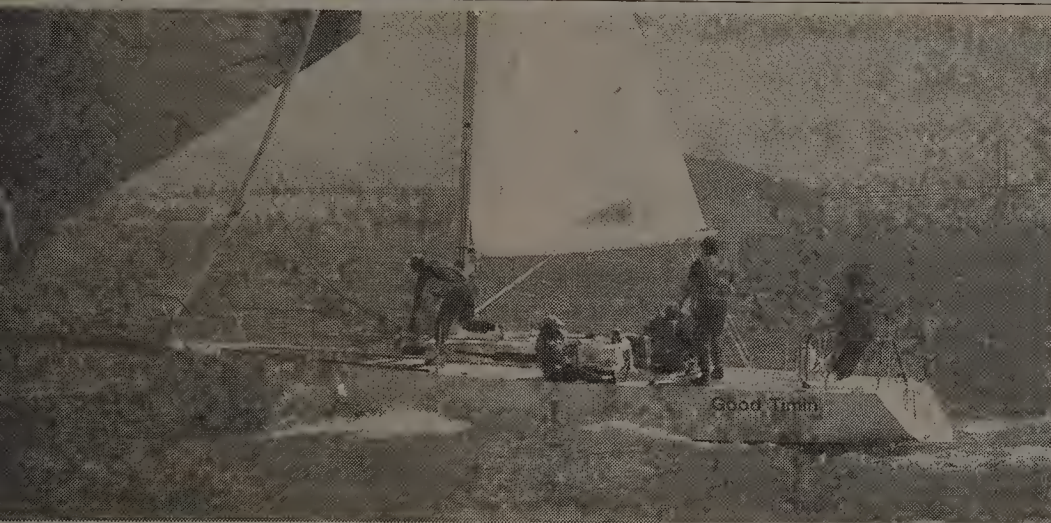
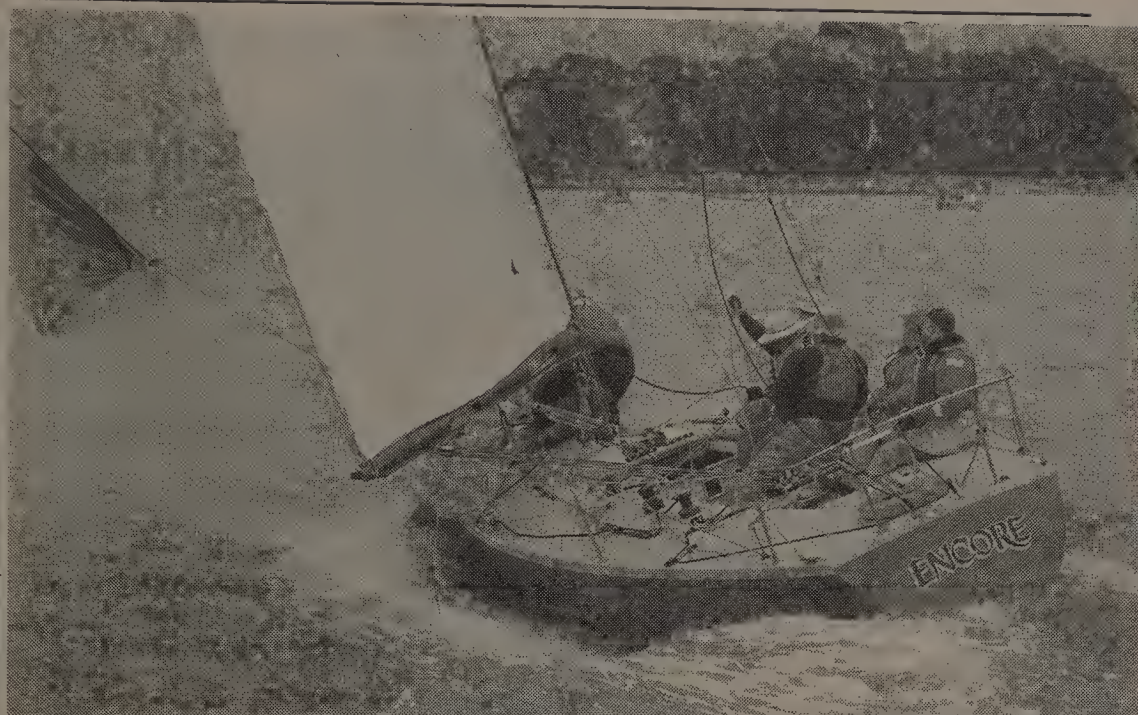
P 50, Dennis Pennell, 26; 8) **Wild Thing**, 1D-35, Chris & Kara Busch, 26; 9) **Hoku Lani**, Corsair 31-R, David Ryan, 27; 10) **Warpath**, SC 52, Fred Howe, 28. (21 boats)

**DIV. II** — 1) **Rhino**, Etchells, Bruce Nelson, 12 points; 2) **Wings**, J/105, Dennis & Sharon Case, 12; 3) **Escapee**, Etchells, Craig Alan Levin, 12; 4) **Javelin**, J/105, Doug & Pam Werner, 25; 5) **Fast Twitch**, Henderson 30, Evan Rasmussen, 29; 6) **Air Boss**, J/105, Jon Dekker, 30; 7) **Iota**, B-32, Don Prince, 32; 8) **Z Force**, J/35, Herb Zoehrer, 34; 9) **Caper**, J/120,





PETE WEBBER



MARTSON MYERS



**Top Ten, cont'd** — Morgan Larson and Trevor Baylis topped a 102-boat fleet to win the 505 Worlds; 'Encore' was the standout boat in HDA; 'Winnetou' won the Pacific Cup overall and should have won her BBS class; Don Jesberg sailed 'Ego' to his fifth straight overall Ditch Run victory; 'Good Timin' continues to set the standard in the J/105 fleet. Photos 'Latitude' unless otherwise noted.

John Laun, 38; 10) Shillelagh, Schock 35, Charlie Cavallino, 39. (40 boats)

DIV. III — 1) Austin, Beneteau 40.7, Brian Ganz, 8 points; 2) Houn Dawg, Serendipity 43, Drew Niedringhaus, 13; 3) Silhouette, Beneteau 40.7, Warren Gross, 13; 4) French Toast, Beneteau 40.7, Mike Dorgan/Steve Wright, 20; 5) Maleficent, Beneteau 42s7, Christopher Bennett, 22; 6) Estela-B, Beneteau 40.7, Armando Sivestre, 22; 7) Demasiada, C&C 40, Rick Value, 26; 8) Wiki Wiki, Beneteau 40.7, Mike Honeysett, 26; 9) Cotton Bloss-

om, Q-Class, Dennis Conner, 27; 10) First Light, Beneteau 40.7, Gary Jorgensen, 27. (32 boats)

DIV. IV — 1) Sprig, 6-Meter, Greg Stewart, 7 points; 2) Bligh's Spirit, 'sloop', Sam Butler, 8; 3) Poco Loco, Beneteau 35s5, Michael Roach, 11; 4) Twilight, PC, Barry Worthington, 14; 5) Blackadder, J/27, David Cattle, 17. (14 boats)

DIV. V — 1) Geraldine, J/24, Julie Mitchell, 7 points; 2) Casamar, Catalina 30, David Baer, 15; 3) MyJen, Beneteau 305, Ben Benefield, 17; 4) Bolero, 'Ranger', Roy Mumma, 19; 5) White Cat II, Catalina

30, Peter Lawson, 20. (16 boats)

DIV. VI — 1) Bossa Nova, Catalina 27, Inge Morton, 7 points; 2) Sagacious, Columbia 50, Charles May, 7. (5 boats)

OVERALL — 1) Rhino, 14 points; 2) Wings, 37; 3) Escapee, 41; 4) Margaritaville 1.5, 46; 5) Sprig, 53; 6) Staghound, 54; 7) Falcon, 63; 8) Piranha, 63; 9) Austin, 66; 10) Bligh's Spirit, 80. (135 boats; 3 races; [www.sdyc.org](http://www.sdyc.org))

#### COLLEGIATE RANKINGS (final for Fall, 2004):

COED — 1) Brown; 2) USC; 3) Yale; 4) Harvard; 5) William Smith/Hobart; 6) Hawaii; 7) Dartmouth; 8) Boston College; 9) Stanford; 10) St. Mary's; 11) Tufts; 12) MIT; 13) Georgetown; 14) South Florida;



# THE RACING

15) Texas A&M; 16) **UC Irvine**; 17) Roger Williams; 18) Kings Point; 19) Navy; 20) Old Dominion.

**WOMEN** — 1) Charleston; 2) Yale; 3) Brown; 4) Boston College; 5) Harvard; 6) St. Mary's; 7) Old Dominion; 8) Dartmouth; 9) Georgetown; 10) Navy; 11) **Stanford**; 12) Eckerd; 13) Tufts; 14) **Hawaii**; 15) South Florida.

## OCEAN REEF REGATTA (Key Largo, FL; 12/10-12):

1) Brian Porter, 43 points; 2) John Bertrand, 51; 3) Bruce Ayres, 60; 4) Shark Kahn, 61; 5) Burke Bros./Dave Chapin, 62; 6) Alex Ascendios, 63; 7) Neil Sullivan, 68; 8) Rob Smith, 73; 9) Jeff Ecklund, 78; 10) Mike Toppa, 79; 11) Sean Scarborough, 89; 12) Philippe Kahn, 89.8; 13) Quentin Strauss, 97; 14) Seadon Wijsen, 109; 15) Bob Dockery, 113; 16) Argyle Campbell, 113. (43 Melges 24s; 7 races; [www.usmelges24.com](http://www.usmelges24.com))

## APPLETON/NORCAL #3 (SFYC; Dec. 4; 8 races):

1) Redwood, 52 points; 2) Acalanes, 58; 3) Marin Catholic, 61; 4) San Mateo, 66; 5) Maria Carillo, 71; 6) Lincoln, 80; 7) Aragon/Newark, 86; 8) Branson, 86; 9) Pacific Grove, 88; 10) Marin Catholic JV, 104; 11) Waldorf, 104; 12) Soquel, 127; 13) Redwood JV, 129; 14) Stevenson, 133; 15) Piedmont, 138. (33 teams)

Redwood team — Mike Bo-Linn, Andy Rowlands, Taylor Chittick, Meg Runyon.

Acalanes team — Patrick Maher, Lindsay Grove, Megan Grove, Thomas Maher.

Marin Catholic team — Sean Kelly, Kristin Ritten-



LATITUDE/ROB

**Stepping up — Peter and Kristen Lane of Tiburon just bought a late model J/105 which they've named 'Brick House'.**

house, Danny Cayard, Myles Gutenkunst, Delaney Lynch.

## ANTEATER REGATTA (NHYC; Dec. 11-12):

**GOLD** — 1) Point Loma, 25 points; 2) Newport Harbor, 37; 3) Pt. Loma JV, 56; 4) Newport Harbor JV, 57; 5) Venice, 67; 6) Redondo Union, 89; 7) Corona Del Mar JV, 96; 8) Dos Puelos, 98; 9) Loyola,

98; 10) Marin Catholic, 100. (25 teams)

**SILVER** — 1) Francis Parker JV, 31 points; 2) Newport Harbor, 42; 3) Point Loma, 55; 4) Coronado, 55; 5) Corona Del Mar, 61; 6) Marin Catholic, 78; 7) Los Alamitos, 80; 8) Woodrow Wilson, 84; 9) Oceanview/S.J. Bosco, 91; 10) Soquel, 91. (23 teams)

(8 races; [www.pcisa.org](http://www.pcisa.org))

## SANTA CRUZ YC MIDWINTERS (12/18; 2 races):

**CREWED** — 1) **Animal**, Sydney 38, French/Lezin, 2 points; 2) **Go Dogs Go!**, Melges 24, Tim Hawkins, 4; 3) **Tinseltown Rebellion**, Melges 24, Cam Lewis, 6; 4) **Sumo**, SC 27, Livingston/Cassidy, 10; 5) **Trailblazer**, Melges 24, Dave Emberson, 11; 6) **Hanalei**, SC 27, Beat Naef, 12. (16 boats)

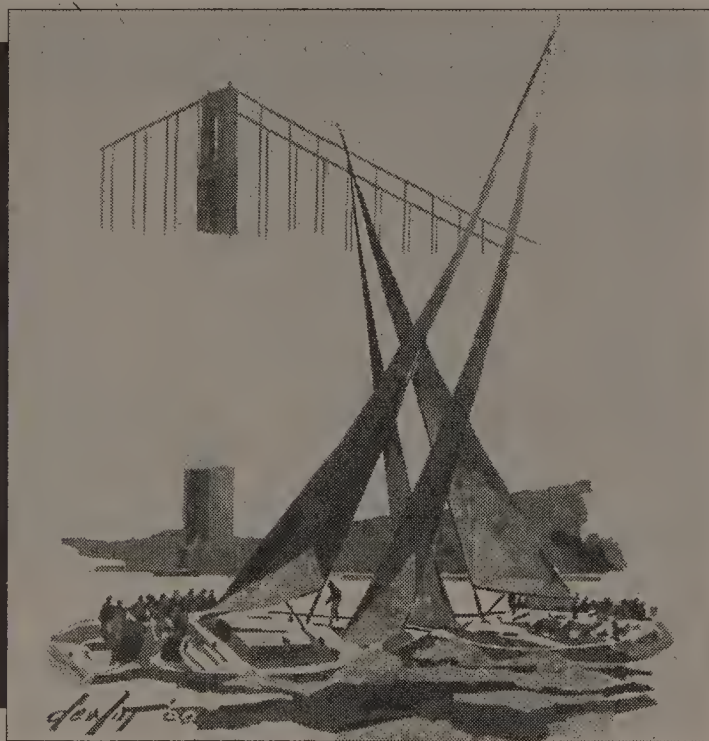
**DOUBLEHANDED** — 1) **Minor Threat**, Melges 24, Peter Dalton, 4; 2) **Summertime**, Moore 24 prototype, Klitza/Lafaive, 4; 3) **No Idea**, Moore 24, Kernot/Sorensen, 6; 4) **Sea Breeze**, Moore 24, Dini Brothers, 5. (9 boats)

**505** — 1) **Essex Girl**, Mike Holt, 2 points; 2) **Rawhide**, Jeff Miller, 4. (4 boats)

Full results — [www.scyc.org](http://www.scyc.org)

## **Race Notes**

American idols: 13 men and 9 women made the not-so-short list of nominees for the **2004 Rolex Yachtsman and Yachts-**



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**woman of the Year.** They are, in alphabetical order, Ed Baird, Tom Brown, Glenn Darden, Skip Dieball, Paul Foerster/Kevin Burnham, Steve Fossett, Terry Hutchinson, **Morgan Larson**, John Lowell/Charlie Ogletree, Jim Richardson, and John Ross-Duggan. The women candidates are Sally Barkow, Lane Beashel, Carol Cronin, Meg Gaillard, Katie McDowell, Isabelle Kinsolving, Paige Railey, Cory Sertl, and Jody Swanson. West Coasters came up a little short in the latest Rolex sweepstakes, with only three sailors on the list — 505 world champ Larson (Santa Cruz), Sonar Paralympic bronze medallist Ross-Duggan (Newport Beach), and Olympic boardsailor Beashel (Aliso Viejo). The winners will be announced in mid-January.

Sale boats of the month: **Philippe Kahn** just bought a J/100 for daysailing and doublehanded races with his son



PETE CATTANEO

**Roll model — Acalane High School JV skipper Kate Vanelli in action at the Appleton Regatta.**

Shark. There are now five J/100s on the Bay. Sail California has enjoyed a busy fall, selling the J/105 *Wianno* to Gabriel Mendez, the Express 37 *Einstein* to Caleb Everett, the SC 52 *Impulse* to Florida, the J/46 *Jacana* to Maine, a new J/105 (hull #639) to Chris Bober and Maurice Myers, and more. . . Tom Bliss probably won't be

trimming the mainsheet on the Wylie Gemini Twin *En-core* much longer — he just bought the boat's big sister, the custom Wylie 40 **Lois Lane**. The 'new' boat is now being restored at Bliss's dock in Ballena Bay, and should join the local racing scene in early summer. "We want to sail *Lois* for a year before making any big changes," said Bliss, who hopes to eventually return the topsides to their beautiful natural wood finish (the boat was painted white after a powerboat smacked into it on Lake

Tahoe).

More sale boats: Monterey Peninsula YC's PHRF-A fleet continues to grow, with **Tim Cordrey's new-to-him Henderson 30**, the latest addition to the fleet. The as-yet unnamed boat, which came from Minnesota, will be drysailed out of Monterey Bay Boatworks, according to Dave Morris, Tim's "non-profit boat domestic and crew chief." . . Paradise Cay

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# THE RACING SHEET

residents **Kristen and Peter Lane**, members of Cal YC and Tiburon YC, are the new owners of **Brick House** (ex-*Tastes Like Chicken*), J/105 hull #634. The Lanes, previously partners in the J/105 *Wallop-ing Swede*, sold their half of that boat to regular crew Theresa Bradner and David Allen.

Going, going, gone: The local Farr 40 fleet continues to evaporate, with three more boats leaving the area. **Zamboni**, which sat on the hard at Nelson's for several years, was bought by Zoltan Katinsky of Torrance, who is moving up from his aging Farr One Tonner *White Knight*. Pat Nolan unloaded his Farr 40 *Javelin* (ex-*Endurance*) to an owner in Japan, and will be sailing his J/100, now sporting a new red paint job, around the Estuary this year. The third Farr 40, which had best stay unnamed for now, is under contract to a well-known SoCal sailor.

Still more sale boats: Alameda Wylie

## 2005 Del Rey-Puerto Vallarta Entries

Vessel	Type	Skipper	Yacht Club
PHRF - Racing			
<i>Genuine Risk</i>	Dubois 90	Randall Pittman	San Diego
<i>Pyewacket</i>	R/P 87	Roy Disney	Los Angeles
<i>Magnitude 80</i>	Andrews 80	Doug Baker	Long Beach
<i>Barking Spider</i>	MacGregor 65	David Kory	South Bay
<i>Chicken Little</i>	SC 50	Don Adams	SMWYC
<i>Horizon</i>	SC 50	Jack Taylor	Dana Point
<i>Hooligan</i>	Catalina 38	Clark Baxter	Dana West
SALSA - Non-Spinnaker			
<i>Ginny B</i>	Beneteau 46	Mark Biddison	Cortez Racing
SALSA - Spinnaker			
<i>Enchanted Lady</i>	Roberts 55	Andy Sibert	Seal Beach
<i>Cheyenne</i>	Whiting 49	Alan Blunt	California
<i>Lark</i>	J/46	Bob & Kathy Patterson	California
<i>Masquerade</i>	Choate 40	Tim Coker	Silver Gate
<i>Misty</i>	Cai 39	Harold Alexander	Seal Beach
<i>Broadway Babe</i>	C&C 110	Jim Maslon	Del Rey

(\* as of December 12, 2004)

Wabbit crew **O.J. Olsen** gets the Steal of the Month award: he drove up to Oregon and picked up a nice drysailed Wabbit for only \$1,500. We're jealous! . . . David Shames' J/105 *Veloce* has been sold to a buyer in Annapolis, where the local 105 fleet is switching over from shoal keels

to 'real' keels. . . Boat junkie Andy Costello's new Sydney 38 **Double Trouble** (formerly *Big Time* from Chicago) is now racing on the Bay, joining three other NorCal Sydney 38s (*Ab-solute 02*, *Animal*, *Bustin' Loose*). Costello's previous steed, the Beneteau 36.7 *Ricochet*, is actively for sale.

Midwinters: Just 14 dinghies, a disappointing turnout, showed up at LMSC's first **Robinson Memorial Midwinters** on December 11. Lake Merritt, known affectionately by El Toro sailors as the **'Punishment Puddle'**, served up its usual light and shifty fare for the three races. South Bay sailor John Pacholski topped the 7-boat Toro fleet. . . The **South Beach YC Midwinters**, which at-

tracted 25 boats on December 11, were abandoned due to too much moving water and not enough moving air. This was the second time in a row that this series was washed out, ironic considering their Sis literally offer **95 different courses** — an international record? — to choose from!

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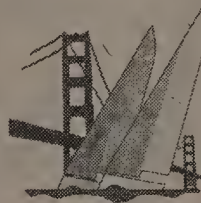
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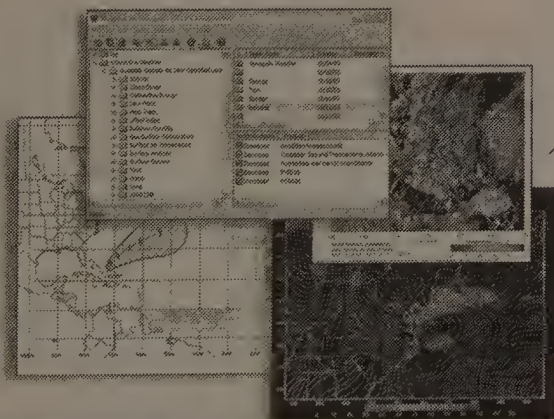
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With Part One of a special report on **Chartering in the Aegean**, as well as miscellaneous **Charter Notes**.

## The Cruising Grounds of Greece and Turkey — a Sun Lover's Paradise

To people all over the world, Northern California is thought of as one of the most desirable places on earth to live. We have the pounding surf of the Pacific, the snowy peaks of the Sierra Nevada, the rolling hills of the wine country. . . But despite all this, there's one thing that most NorCal residents can never seem to get enough of: brilliant, searing sunshine.

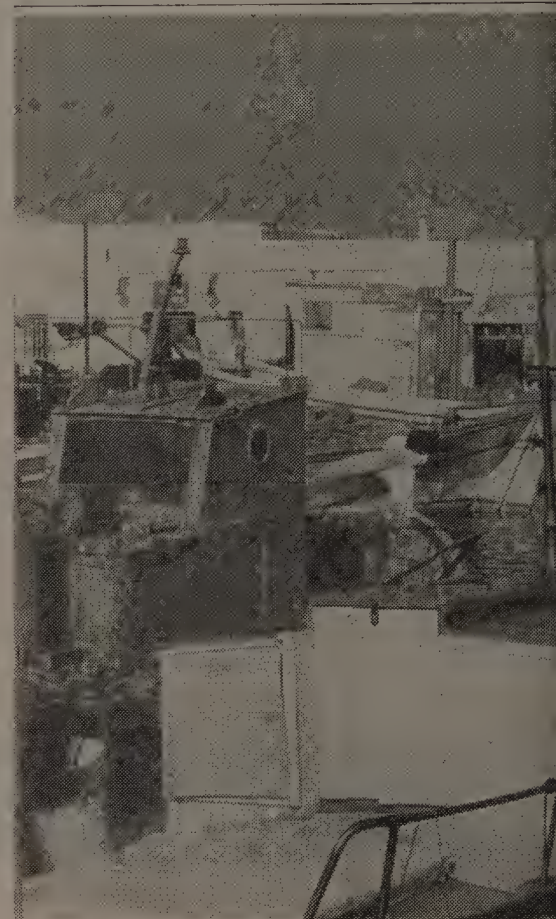
Think about it. We'd bet that the majority of your friends and family think of warm, sunny locations like Hawaii, Mexico or the Caribbean when they pipe dream about a vacation getaway. They just can't seem to get their bones thoroughly thawed out here in our beautiful, yet temperate climate. Does this sound like you? If so, you'll want to pay special attention to this month's and next

*Sure, pulling lines, trimming sails and exploring new cruising grounds is fun, but for some charterers it's all about working on the tan!*

month's columns, as they focus on some of the most sun-drenched sailing grounds on the planet: the Greek Isles and the Turquoise Coast of Turkey. In addition, both countries have fascinating cultural traditions which date back hundreds — in fact, thousands — of years. Ancient relics can be found throughout the region.

Although May through early October is the *prime* sailing season, locals will tell you that you can explore the area under sail from late April through early November, with the spring and fall being much less crowded. Naturally, the sun is also less intense in these 'shoulder seasons' for those who like to bake, but not broil. The reason we're telling you all this in January, of course, is that three to six months ahead is the ideal 'advance time' for planning and booking a Greek or Turkish charter.

Whenever you visit these waters, one of the first things you'll notice is what we'll call the 'Mediterranean attitude' of the local folk. Be it on a remote Greek isle or in a sleepy Turkish cove, you're likely to find people with a robust love of life. Unlike many Left Coast-ers, they still place great value on the simple things in life — all that healthy sunshine must bring it out in them. When it's time to eat, they tend to draw out a meal for an hour or two with animated conversation and laughter, often accompanied by music and a bottle of wine. Such 'old world' behavior stands in stark contrast to the manic 'calorie-intake procedure' practiced by many of us stressed-out Americans: choking down our food as fast as possible so we can blast off to our next appointment. When Greeks and Turks feel a little sleepy in the afternoon they listen to their bodies and take a nap — sometimes a *long* nap. And in the cool of the evening when the workday is



through, they love to sing, dance and party. Weddings, especially in Greece, can last for days!

Although they have been next-door neighbors for centuries, these two peoples certainly haven't always been friends. Like the French and English, they butted heads for centuries, but today relations are definitely friendly — influenced, no doubt, by the fact that tourism is immensely important to both economies, and tourists tend to shy away from places that have issues with their neighbors. Even today, though, it's best to visit one of these countries at a time for logistical reasons, saving the other for a later date. That said, it is possible to take a bareboat or crewed charter yacht from, say, Greece into Turkey and back, but it is not commonly done. (Greece, by the way, is predominately Christian, while Turkey is Muslim.)

There are dozens of late-model bareboats as well as high-end crewed yachts available for charter in both countries, but because summer chartering here is enormously popular with European's, it's never a good idea to wait until the last minute to make your plans.

With that as background, we'll give you a two-part rundown of some of the most interesting stops in both countries — particularly those with access to ancient ruins of historic artifacts. (Look for



KIRIACOULIS MEDITERRANEAN



# OF CHARTERING



Mykonos, Delos and Santorini, all of which are historically rich.

With its many shops, busy sidewalk cafes and discos that rage until dawn, Mykonos is the most popular island in the Cyclades, if not in all of Greece. If that's not your scene, though, you may prefer Delos — the supposed birthplace of Apollo, the god of light — with its ancient temples and shrines to explore.

Because of Santorini's limited mooring area, you may want to ferry over from nearby Ios. But in either case, it tends to be a must-see destination. Renowned as one of the most beautiful islands in the Aegean, it was created by a massive volcanic eruption resulting in a mountain of stone skirted by distinctive black

sand beaches. At least a half dozen museums will please the history buffs in your group, including the Museum of Prehistoric Thera, which has masterpieces of art dating back to prehistoric times.

If you saw the amazing 1988 film *The Big Blue* (about free diving), you've already seen images of Amorgos Island. Its most famous landmark is the monastery of Hozoviotissa, precariously perched on a precipice 1,000 feet above the brilliant

*In the Cyclades, as elsewhere in the Greek Islands, maritime traditions literally go back thousands of years.*

the second installment next month.)

As you can see by the accompanying graphic, much of Greek territory is comprised of islands — dozens and dozens of them. It's no wonder, therefore, that their heritage as mariners is one of their proudest traditions. With 8,500 miles of coastline, it would take years to thoroughly explore Greek waters. So one of the first decisions you'll need to make when planning a sailing vacation here is which charter venue(s) to sail in: the Cyclades, the Ionian, the Sporades or the Dodecanese. Each region has its unique attractions, with the Cyclades — closest to the capital, Athens — being the most popular, and the Dodecanese typically offering the most consistent sailing conditions — especially in the shoulder seasons. That said, it's safe to say that the entire region has variable conditions during the midsummer months. During a week or 10-day sail, you're likely to see some very light air wherever you are in the region, as well as some strong *meltemi* winds which often come up suddenly.

There are sizeable charter bases in all of the above-mentioned venues, but the largest are just outside of Athens in the port of Piraeus. We should mention also,

that it's fairly common to do a one-directional charter from, for example, the Cyclades to the Dodecanese or from the Cyclades to the Sporades. Naturally, though, you will be charged a redelivery fee.

Several of the Cyclades' 24 inhabited islands are hoppin' with tourism during the summer months, so there's generally a festive feel in the air and nightspots on the most popular islands are incredibly lively. Three favorite isles here are



KIRIACOULIS MEDITERRANEAN

LATITUDE GRAPHIC / ANDY





KIRIACOULIS MEDITERRANEAN

*Life in the Sporades is sweet — especially when you're on a sailing vacation aboard a late-model charter yacht.*

blue sea. While the frequent summer *meltemis* in the Cyclades make some sailors nervous, folks used to Bay Area winds tend to revel in them.

The Ionian Sea lies west of the Greek

mainland. While its crystal-clear water and abundance of white sandy beaches make it a mecca for Northern European sun worshipers, its cluster of seven off-shore islands makes it a popular, well-protected cruising ground for sailors.

The so-called "jewel" of the group is Corfu, which lies just offshore, at the

northern end of the island chain. The main town, also named Corfu, is a center of Byzantine and Renaissance art, and its cobblestone streets reflect the architectural influences of the Venetians, French and British — all cultures which once occupied this region.

Another notable isle in the group is Ithaki. Green and mountainous, it is most famous as the home of Odysseus (Ulysses) in Homer's *Odyssey*. But to most sailors, its peaceful anchorages and beautiful beaches are the greatest attraction.

The Sporades group lies in the Northern Aegean to the east of the Greek mainland. Here, both the four main islands, as well as the mainland coastline, are characterized by mountainous terrain and dense vegetation. Although away from the bustling tourism of the central Cyclades, they are hardly what you'd call deserted, as their blue, blue waters, idyllic beaches and abundant seafood attract both sailors and shore-bound sun seek-

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as well as plenty of shops, restaurants and discos.

If you're looking for more tranquil surroundings, however, try Alonissos. It will be a favorite of those in your

group who's primary interests are simply chillin' on a dreamy beach, and working on their tans. Pine-forested hillsides descend down to peaceful, sandy beaches, and the locals claim the water here is the cleanest in the Aegean.

Moving southeast through the Aegean, the Dodecanese Islands are strung out a good distance off the Turkish Coast. While it's probably fair to say that every Greek isle has a colorful history, a look at the mind-numbing lineage of Kos' rulers will give you some sense of

DIANE & TOM FARR

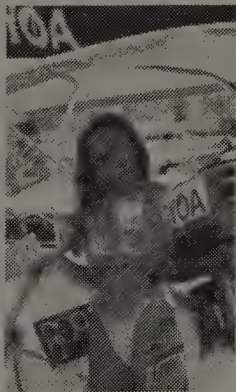


*The street stalls of the Greek Islands don't have everything, but the experience will be memorable and everything will definitely be fresh.*

the richness of cultural heritage that surrounds you when you sail these waters.

As with many neighboring islands, archaeological finds on Kos have given evidence that it's been inhabited since prehistoric times. The Minoan people settled on the island around the 14th century BC, followed by the Achaeans, then the Dorians arrived a few centuries later and

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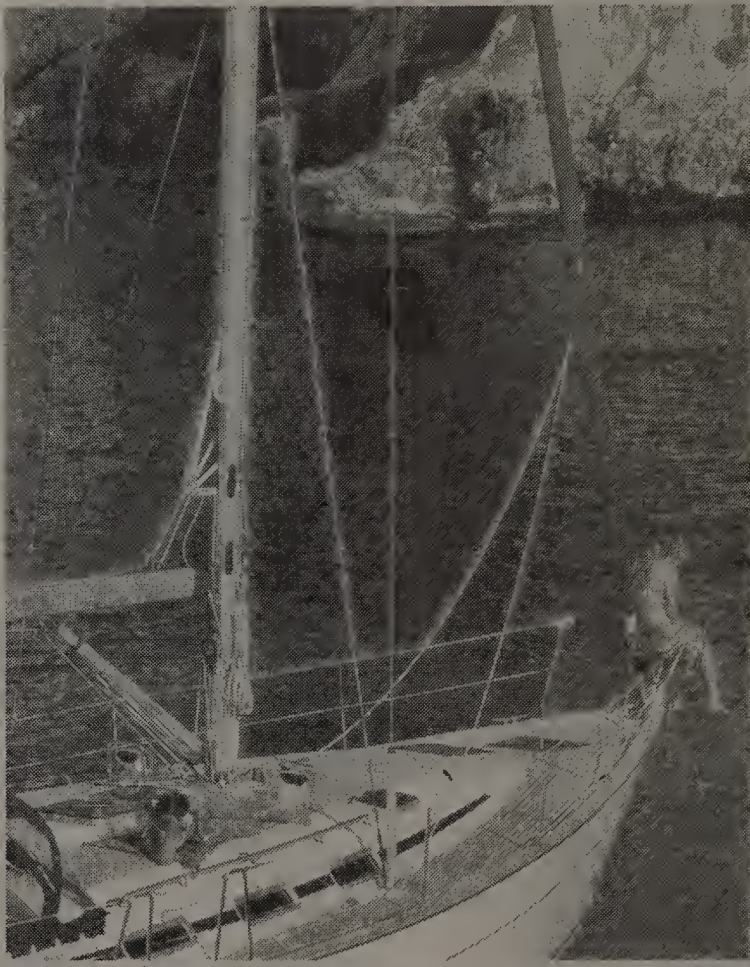
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built the ancient city of Kos. Next, the Persians conquered the island during the 5th century BC, followed, in turn, by the Athenians — remember the Peloponnesian War from your World History class? The Spartans invaded in 411 B.C., but the Athenians soon took the island back, and in 394 B.C. democracy was first introduced here — more than 2,000 years before the signing of the Declaration of Independence!

Within the same century it became part of the Macedonian Empire, under good old Alexander the Great, then became an eastern colony of the Roman Empire. Fast forward past the Venetians, to the crusading Knights of Saint John (1315 AD) who built the remarkable fortress which still stands today at the entrance of the Kos harbor. Next, in 1522, the Turks took over and



KIRIACOULIS MEDITERRANEAN

*While the history buffs are exploring centuries-old ruins, others in your group might just like to chill out and contemplate the universe.*

held it until 1912, when Italian troops expelled them. During WWII, the Germans were in charge until the Brits booted them out in 1945. Finally, in 1948, Kos was welcomed into the Greek nation along with the neighboring islands of the Dodecanese group.

While we're on the subject, Kos was the mythological home of Asclepius, god of healing, and, appropriately, it was also the birthplace of Hippocrates (yes, a real person), considered to be the 'father of medicine', because he founded the first school of medicine here some 400 years before Christ. We weren't kidding when we said there was a lot of depth to the history in this region! Needless to say, Kos is an interesting place to visit. History nuts will especially enjoy the Archeological Museum. But Kos certainly isn't the only his-

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# OF CHARTERING

tory-laden island in the Dodecanese. Patmos, for example, is a geographically beautiful island well worth visiting by any traveler. But devout Christians, however, will find it particularly enticing. Patmos is often referred to as The Jerusalem of the Aegean because after the Apostle John was exiled here by the Romans, he converted the population to Christianity and wrote the Book of Revelation, the Apocalypse. Make note that because of its religious significance — we're serious about this — going topless here or sunbathing in the nude is frowned upon — although both practices are condoned in many other parts of Greece.

Rhodes is by far the largest island of the Dodecanese group, and is a favorite of both sailors and land-based vacationers. You'll find everything here from the requisite white sand beaches — lots of them — to ancient artifacts and world-class nightlife. Beware, though, the latter has hampered the cruising itineraries of many a sailor.

Mandraki Harbor lies at the edge of

KIRIACOULIS MEDITERRANEAN



the ancient walled city of Rhodes, which is actually built within, and outside of, a remarkably well-preserved Venetian castle — a medieval marvel. If anybody out there is old enough to remember the classic 1961 Sergio Leone movie *The Colossus of Rhodes* — you know, the one with the gargantuan statue of Apollo

*If we've got it right, these columns at the entrance to Mandraki Harbor are approximately where the famous 'Colossus' once stood.*

straddling the harbor entrance — this is the place. Believe it or not, the statue really existed and was referred to as one of the Seven Wonders of the World. Unfortunately, it eventually collapsed dur-

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KIRIACOULIS MEDITERRANEAN

For eons, the winds of the Aegean have been powering more than just sailboats. Here, old-style mills are seen without their 'sails'.

ing an earthquake. (We've always thought some Greek shipping magnate should rebuild it.)

In any case, Rhodes is a fascinating

terested in antiquity.

That ought to be enough Aegean input for one month. So we'll take a break from our island tour here, promising to pick it up again next month with a look at Turkey's spectacular Turquoise Coast.

— *latitude/aet*

## Charter Notes

As noted in *Loose Lips* this month, the familiar square tops'l ketch **Hawaiian Chieftain** has been **sold**, and has left the Bay Area's charter fleet. We'll certainly miss her, as her unique profile was a predictable part of the seascape here on just about any weekend and a lot of weekdays, too. She's off to work in New England now, however, so we're not likely to see her in Bay waters again anytime soon. So... so long *Chieftain*!

Since the *Chieftain* was one of the busier boats here licensed to carry more than six passengers for hire — and one of the few tall ships — we have to wonder if her departure doesn't **create an ideal niche for some nautical entrepreneur** out there. After all, in the past few years several charter boats have pulled out of the Bay or been sold into private use, some with **multi-passenger licenses**. A few years back both the classic 72-ft schooner **Bagheera** and the beautiful 86-ft schooner **Ka'iulani** were sold out of the charter biz. Not long after that the Ocean 71 **Second Life** — a vet-

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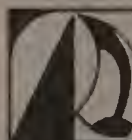
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# OF CHARTERING

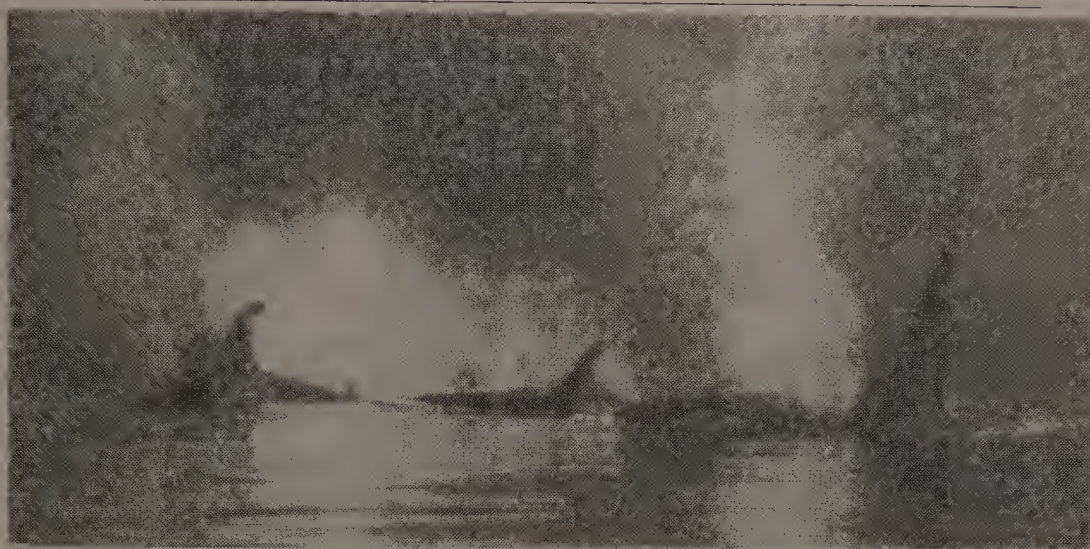
eran of the first Whitbread Round the World Race — took off for a Caribbean respite and tragically sank in the Grenadines. Then, before we knew it the 78-ft schooner **Rendezvous** was sold to interests in Southern Cal.

Granted, it's a **tough business** to get rich in, but, like a lot of money-making endeavors that are fun, you should think of it as a **'lifestyle job'** more than a get-rich-quick scheme. Anyway, we thought we'd throw it out there since we read lately that a majority of people *hate* going to their jobs each day!

Elsewhere in the world of chartering, we've learned that a **new relationship** has formed between **The Moorings**, one of the biggest international chartering firms, and **Anacortes Yacht Charters**, the largest charter outfit in the **Pacific Northwest**. Under their 'Preferred Partners Program', The Moorings will market AYC's inventory to established Moorings customers, both in the U.S. and, we assume, also abroad.

This joint marketing venture is expected to be the **first of many** similar

ANACORTES YACHT CHARTERS



relationships which will expand The Moorings offerings to its client base, while exposing the boats of smaller companies to sailors that they might not otherwise be able to reach.

For decades American firms have had similar relationships abroad, particularly in marketing Greek and Turkish bareboats, so the concept is not entirely new.

**The good news** for competitors in the Northwest, is that with The Moorings'

*There's no guarantee that you'll see orcas when you sail the San Juans, but if you know where to look the chances are in your favor.*

marketing clout, the region will probably be exposed to many new customers, and other firms may eventually benefit from the 'trickle-down' effect. That is, if lots of first-time customers begin coming to the Northwest, not only will shoreside businesses benefit, but there's likely to be spin-off business to smaller firms with key locations in the region as well.



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# CHANGES

With reports this month from **Sea Angel** on starting a new season in the Caribbean; from **Sailors' Run** on Vanuatu and black magic; from **Hitchhiker** on cruising the Great Barrier Reef; from **Cheshire** on outfitting a cat from thousands of miles away; from **Maluhia** on Coff's Harbor, Oz; from various **Cruising Rallies** around the world; and **Cruise Notes**.

## Sea Angel — Peterson 44

Marc Hachey

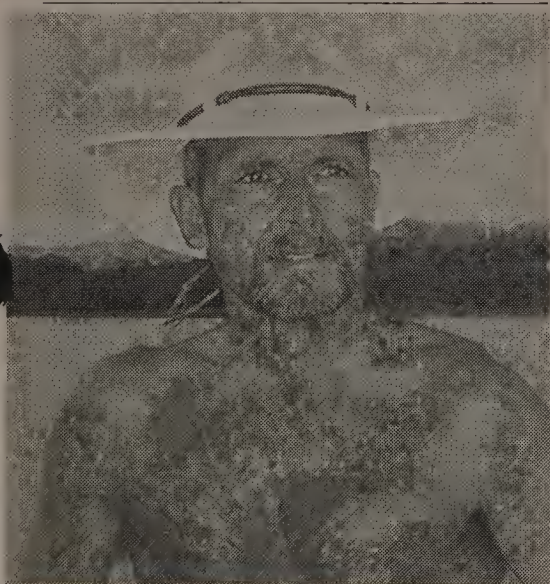
### Starting A New Cruising Season (Auburn)

I finally cut my Trinidad docklines loose and started cruising again — but it was very difficult getting away. I'd spent a month working on my boat while she was on the hard, plus another five weeks when she was in the marina. You'd think all my projects would have been completed, but they weren't! Nonetheless, after watching the online weather charts for a few days, I decided I would take off late the following day.

The next morning I still had a full page of last-minute tasks to do, so I got started early with the intention of setting sail at 5 p.m. Come 5 p.m., I was sitting at the fuel dock topping off my jerry jugs, having not slowed down for lunch — and I had still had a lot to do on deck before setting sail on an overnight voyage to Grenada. So I decided that I'd just motor out to Scotland Bay and anchor while I finished the last few tasks. After all, it would be safer for a night departure — especially as the new moon would provide no light from above. I worked until 10 p.m., stopping only to eat a tuna salad. When I finished, I decided I needed to rest before setting sail, as the 80 miles between Trinidad and Grenada can be rough. And being a tired singlehanded sailor is not a good thing if the fish scales were to hit the fan.

So I caught some sleep, and didn't get away until 4:15 a.m.. It was still dark, so

*It's easy for Marc to stay fit when getting his boat ready for a season, as there is lots of hard work to be done and no time to eat.*



COURTESY SEA ANGEL

I had to trust my electronic charts and radar to get me through the relatively narrow *boca* and out to the open sea. The weather charts had been accurate, so the seas were fairly comfortable — four to six feet being fairly comfortable for this part of the world. And since the wind was also a reasonably comfortable 15 knots, I was able to sail. That was in the beginning.

By mid-morning, the squalls that had been forecast by Eric, the 6:30 a.m. weather guy, began to appear. The first couple were small and fast-moving, kicking the wind up to 20 knots with a little rain. When the entire eastern sky turned dark grey, I decided that it was time to put a reef in the main. Ah yes, the bitter sweetness of experience. And thank God! The next squall had wind to about 30 knots, and it was like driving through a car wash. But a nice freshwater rinse cleaned all the salt off the boat. This was how the rest of the afternoon continued, a splash of sunshine and a little rest followed by 'here comes another one'.

The sail plan on my Peterson 44 was perfect for the conditions, as I have a yankee cut 100% jib, a 110% staysail, and a single-reefed main. I actually started looking forward to the squalls because they would kick the boat speed up to 8+ knots. Yeah! I actually made fantastic time to the west side of hurricane *Ivan*-battered Grenada, where I dropped anchor just outside of St. George at 4:30 p.m.

Having had a good night's rest, this morning I'm ready to push north to St. Vincent, where I have a new 15 h.p. Yamaha reserved to go along with my new Carib dinghy. Although it's the last one in stock, they're selling it to me for \$1,750 — which is way less money than in the States. But it's still a bit more than at St. Martin, where I was quoted \$1,519!

Last season I stayed in the Windward Islands and had a great time getting to know the locals and the islands a little better. Alas, I didn't send any updates, but I'll try to do better this year.

— marc 12/01/04

## Sailors' Run — Baba 40

Jeff & Debbie Hartjoy

Vanuatu & Black Magic

(Longbranch, Washington)

Debbie and I have sailed nearly 25,000 miles in the Pacific since doing the Ha-Ha in '99, and have always enjoyed inter-



acting with the locals. When we left Fiji, we intended to do the same in Vanuatu, a most interesting and sometimes very primitive place. Formerly known as the New Hebrides, and jointly administered by Great Britain and France as a 'condominium government' until 1980, Vanuatu is located 500 miles to the west of Fiji. It consists of 83 lush but lightly-populated islands, some of which have active volcanoes.

Vanuatu has a population of just 200,000, most of whom are native-born Melanians known as *ni Vanuatu*. Until the start of the twentieth century, they spoke 115 dialects and had 115 distinct cultures. More recently pidgin English — formally called *bislama* — has become the common language. Tribes on some of the islands — particularly Malekula and Ambrym — are home to some of the most primitive people left in the South Pacific. But because of the small communities of French, British, Australian, New Zealand, Vietnamese, Chinese and Pacific Islanders — most of whom live in Port Vila, and all of whom live in harmony with the n-



# IN LATITUDES



COURTESY SAILORS' RUN

**Jeff and Debbie Hartjoy of 'Sailors' Run'. After four years and 25,000 miles, they're not just living the cruising dream, they're loving it!**

Vanuatu — Vanuatu is one of the most culturally diverse countries in the world.

We found Port Vila — the sleepy and compact capital — much to our liking. It's modern, quite clean, and has all the supplies we needed. The prices were a little higher than in Fiji, but nothing like French Polynesia. Having arrived in Vanuatu late in the season meant we only had a little over two months before the onset of the tropical cyclone season in November. But we liked Vanuatu so much that we pushed our luck and stayed through November. Having thus given ourselves a little more time, we punched in the waypoints for half a dozen islands we wanted to visit.

It was while in Port Vila that we first got wind of a Rom Dance Festival to be held in late October on the island of Ambrym. One of the reasons we didn't want to miss the festival is that Ambrym, considered to be an island of mysteries, is reputed to be the heartland of black magic and sorcery. The Rom Dance is an

expression of the prevailing influence of spirits. In addition, Ambrym is famous for its drums, treefern carvings, sand drawings, and being home to two active volcanoes, Mt. Marum and Mt. Benbow.

Our last anchorage prior to Ambrym was at the southeast end of Malekula, which is also known for its primitive people. Ni Vanuatu from the smaller nearby islands came to Malekula each day in dugout canoes to tend to their gardens. Over the course of several days, we'd established quite a trade with these folks. In return for our T-shirts and other items of clothing — which they are very much in need of — we got fruits and veggies.

Then a curious thing happened. A fellow in a small dugout canoe stopped alongside our boat on the way to his garden. While asking where we came from, he gave me such a puzzled look that I asked if anything was wrong. He assured me that there wasn't any problem — but said that if he wanted to kill me it would be very easy!

I glanced at Debbie, who

looked concerned. Yes, the man said, it would be quite easy to kill me. So I asked how he would do it. He explained that he'd get just one hair from my head and take it to a certain man on Ambrym Island. That man would wrap the strand in a special leaf, do a special chant over it — and a short time later I would be struck dead by lightning!

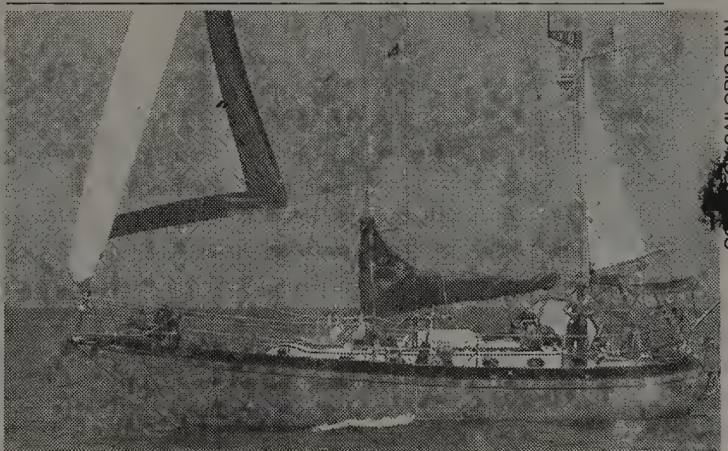
"That's pretty amazing," I admitted. Our visitor smiled in agreement, then paddled off to his garden. Debbie just stood there, wondering what it was that brought the man to share such information with us.

It was warm and sticky that night, with very little breeze finding its way belowdecks. Debbie and I, both naked, tossed and turned in the V-berth — when suddenly we were jolted from our light sleep by a huge explosion off in the distance. Apparently, it was an eruption from one of the active volcanoes on Ambrym! It made me think about getting struck by lightning, so I wrestled trying to get back to sleep.

We weighed anchor early the next morning, and threaded our way through the barrier reef. Once on the open ocean, *Sailors' Run* bounded off on a brisk beam reach toward Ambrym Island. As we approached the island, we could see smoke and ash billowing out of both the volcanoes. The air smelled foul, and the dust irritated my lungs enough to make me cough. Debbie seemed less affected.

The ocean seemed alive, as there were flying fish taking to wing all around, and off our starboard bow we saw small tuna jumping 10 feet clear of the water! Suddenly a large billfish surfaced and took a whack at the squid we were trailing. I cringed thinking of what might follow. It turned out not to be a problem, as in one powerful swipe the billfish had broken the steel leader. This was not a major surprise to us, as since coming to Vanuatu

***Havng blown their chute right after leaving Fiji, Jeff and Debbie had to go with white sails on their ketch the rest of the way to Vanuatu.***



COURTESY SAILORS' RUN



# CHANGES

we'd lost three squid lures and a whole reel of line to very large fish. In fact, we'd almost given up on the idea of being able to catch anything that we could actually land!

It was mid afternoon by the time we reached the Ranon village anchorage. The black coral sand beach was lined with small bamboo huts that stood out from the jungle-covered hills leading up to the volcanoes. A man in a dugout pulled alongside our boat just as Debbie finished backing down on the anchor. The fellow — who bore a strong resemblance to the actor Eddie Murphy — introduced himself as Berry. As it would turn out, he would be a wealth of local information and become a very good friend.

On our second day there, we took Berry up on his offer to let us do laundry at his house. He had gravity-fed high pressure water coming down from the mountain. The clear water was good for both washing clothes and filling the tanks on our boat. While doing the wash, we met Berry's sister Elisabeth, a strong woman who helped Debbie and me with the laundry.

During the washing, I asked Berry about the practice of black magic on Ambryn. He said that he was aware of it, but in modern times it was only practiced by people in the interior villages — such as Fanla. Then I told him about the fellow who had told me about being able to have me killed by lightning. Berry admitted that this was one of their practices. He also said that in *kastom* (traditional) villages such as Fanla, they had an area set aside for special carvings and stones that was taboo for all but the high chief to enter. The items are said to hold many strong and diverse powers, and are chanted over by a select few from the vil-

**A couple of the chiefs, in typical Rom Festival undress, get ready for another ceremony. Note the one's club hanging from his shoulder.**



SAILORS' RUN

lage. Berry also explained that the people from his and other seaside villages — who had more contact with the outside world — would not be attending the Rom Festival, and that they have been drifting away from black magic.

Ambryn Island had struck Debbie and me as being special from the outset. For one thing, there are no roads, but rather many well-maintained trails that head off in all directions through the pristine jungle. Debbie and I enjoy running to stay fit, so each day we ran on the trails that left Ranon and wound along the shore — and through some banyan trees that were as much as 25 feet in diameter. The trunks of these trees defy even the worst of the cyclones that batter the island every few years. As we jogged, I also noticed the large tonka carvings. These are made from a log, have a head carved on the top, and a large slot cut in them. When pounded on, they create a hollow sound like a drum. The tonkas were built for communication between villages and are still used today.

Pigs are symbols of affluence on Ambryn. If a man wishes to marry a girl, he must compensate her father with pigs. If a man has no pigs, he will remain unmarried. There are lots of unmarried men on the island.

We went ashore at 8 a.m. on the day of the festival, and our guide lead us on a one-hour mostly uphill hike to Fanla. We were happy to have the guide, as the maze of trails was confusing, and we would have lost our way. Our guide explained that during the first day of the *kastom* ceremony we would be seeing four men promoted to the first of 13 levels necessary to become a high chief. The men, all sons of other chiefs, would be giving pigs to the high chief for the honor of being advanced to the new level of authority.

As we approached Fanla, we were watched closely by the 200 inhabitants, who were peering out of the bamboo huts that make up their village. There were also some chiefs from other *kastom* villages. These ni Vanuatu had very dark skin and extremely curly hair. They also had muscular builds, although more were thin. We did notice some locals with blond hair — a trait quite common to Ambryn. We also saw several albino ni Vanuatu who had all the same features as the dark-skinned people — except for their pearly white skin and curly blond hair.

Soon after we arrived, the dancing be-



gan. Based on the strenuous effort being made when singing and dancing around the village and into a large clearing, we knew we were seeing something special. The dancers wore nothing but *nambus*, which are penis wraps. Everything else just dangled in the breeze. Large tombo drums had been set up around the clearing, and the young men on their way to becoming chiefs danced 20 feet above us on a thatched roof over a sacred statue. The rest of the dancing was performed by a group of about 20 men, who danced in a group while the high chief, a most powerful and dignified man, circled around them chanting in what appeared to be an attempt to ward off or conjure up spirits. The high chief was decked out in ferns and a *nambus*. He also had a huge club that hung from his still powerful shoulders. The club was designed to kill rivals, and the chief — who we're told was 74 years old — looked perfectly capable of delivering a lethal blow.

There were several yachts that had joined us in the Ranon anchorage, and their crews at the festival — and frankly, it was somewhat reassuring to have some





PHOTOS COURTESY SAILOR'S RUN

**Spread; Typical dugout canoe used by guys who explain how easy it is to kill cruisers. Inset; Dancers wear banana leaves on the second day.**

other white people around. After all, in the old days, you couldn't have a Rom Festival without a human sacrifice. We didn't see any human sacrifices, but we did see pigs and boars beaten to death with special wooden clubs just for the occasion. One such pig was hit no less than 10 times on the skull. After being down for a bit, he suddenly sprang to his feet and defied death for another 30 minutes — until the high chief decided it was time to dispatch him permanently.

The second day of the Rom Festival was even more exciting, as the men wore costumes made of banana leaves that covered their entire bodies, as well as sacred Rom masks. It is taboo for a woman to touch such a mask or for a Rom dancer to be touched. During this second day, the men in the middle dance nearly naked with the Rom dancers surrounding them. There are also other men in costumes who go around the outside of the group of dancers with sticks to keep people from getting too close. The young

children were very much frightened of these men.

The high chief was obviously a very proud man, and he wore double circled boar's tusks. The tusks are rare in nature, highly-coveted, and are likely to only be owned by the high chief. Toward the end of the festival, the high chief passed back and forth in front of about 200 villagers, speaking in a loud voice about the importance of their culture, the value of pigs, and other things. This went on for a good 20 minutes in the fashion of a drill sergeant making a point with his troops. We didn't understand a word, but we could tell it was important, as nobody yawned or nodded off.

There's always one cruiser in every group, isn't there? One area of the village was taboo to all but the high chiefs. But naturally one cruiser didn't get the word, and stumbled off to the taboo area with his camera. Needless to say, he was grabbed by three very powerful men and taken away. I asked our interpreter if there was some

way to see the area where the black magic was set up. "No," was all he said. He later explained that if anybody violated the taboo, there probably wasn't enough money to buy their way out. Feeling a little light on cash and having seen enough blood spilled from the boars, we didn't push it. We nonetheless walked away from the ceremony and village much enriched for the experience.

Black magic is very mysterious and interesting — as is any study of the supernatural. We heard many other stories about it elsewhere in our travels in Vanuatu. All we can conclude is that black magic is alive and well in that part of the world — which is a very long way from Ha-Ha stops such as Turtle Bay, Bahia Santa Maria, and Cabo San Lucas.

P.S. Yes, we're moving along pretty slowly. That's why it's a good thing we've set aside 15 years to do our circumnavigation. But we're still living and loving the dream!

— jeff 12/05/04

## **Hitchhiker — Crowther 45 Cat David Hammer, Crew Sailing the Great Barrier Reef (Trinity County)**

After 29 years of practicing law — it takes a lot of practice to get it right — I retired in June. I had planned to do the Ha-Ha aboard a friend's Hunter 35, but he had to cancel because of business reasons. So I went through my four-foot stack of *Latitudes* and found the April issue, the one with the 'Big Crew List'. I then sent emails to skippers in warm places who were looking for crew. I received several responses.

I had planned on sailing the Ha-Ha sans spouse, but one email response I received was from David and Shirlee Goodgame, who own *Hitchhiker*, a 45-foot Crowther-designed catamaran sailing Australia's Great Barrier Reef. I have sailed Hobie Cats for years, but had never been on a large cat. Karen, my wife, said

**The 'Hitchhiker' group. From left to right, David and Shirlee Goodgame, the hosts, the three travelling girls, and David Hammer.**



DAVID HAMMER



# CHANGES

that sailing the Great Barrier Reef on a cat sounded like fun, so I immediately made plane reservations for both of us.

When we got off the plane on November 4th, we were immediately immersed in the warm air and the flowery fragrance of tropical Australia. We took a taxi to the Cairns YC, where we were met by our host, David Goodgame, in his homebuilt aluminum punt. David and Shirlee Goodgame are a charming couple, and we could immediately tell that they really want their guests to have fun. They charge \$300/week/person. This only covers their expenses, but it allows them to live a life that most of us only get to read about in *Latitude*.

Also onboard during our stay were three young ladies — two French Canadians and one French girl. All three are fun-loving 20-year-olds who were backpacking around the country.

After shopping at the farmer's market early the next morning, we motored out of the harbor and continued south a few miles to a secluded beach for lunch. The beach sand was covered with iron pyrite, which made it shine like 18-karat gold. After lunch, we sailed 18 miles offshore to Sudbury Cay, a sand island that's only 30 feet by 200 feet, and is surrounded by coral heads that the Aussies call 'bombies'. By this time we were out of sight of land, and the closest boat was several miles away.

After anchoring in 20 feet of water, we snorkeled over the coral heads to the cay, scaring off the noddies and terns. The water was crystal clear, and there were many colors of coral — blue, pink, black and red. Swimming among the coral were tropical fish of every color of the rainbow — and there was a giant Australian clam that measured two feet across. After diving to the bottom for a close-up look at a bright blue starfish, I came to the surface to see the sun backlighting the cat.

*There was so much sea life accessible on the Great Barrier Reef, that David had no trouble snapping these fish with a disposable camera.*

It was inspired by the beauty and serenity of it all. 'Ah, this is retirement!', I thought to myself. Dinner was a delicious stir-fry, followed by chocolate cake made from scratch.

After less than a day, an easy camaraderie had developed among the seven of us onboard. Everyone helped cook and clean, while David, Shirlee, and I shared the sailing of the boat.

We awoke early on Saturday to a bright sun and flat and empty ocean. After a morning swim, we slowly motored over the coral, stopping to snorkel whenever we saw something interesting. The underwater visibility was about 70 feet, and every coral head seemed to feature different sea life. We even saw something that none of us could identify. It was kidney-shaped, blue and gold, and had in-and-out valves. After an hour of snorkeling, we sailed south to Russell Island, and later picked up a buoy at Norman Island, a National Marine Park.

I'd wanted warm on my sailing vacation, and I was getting it — for by 8 a.m. on Sunday it was already hot. While snorkeling off Russell Island, we saw a giant Australian clam that was three feet across! Its shell was open, and I was able to see through the tubes into the center of the clam. The mantle of the clam was iridescent red and blue from the algae it consumes. We also saw a prickly worm and trochu shells. The sea life on the Great Barrier Reef is terrific.

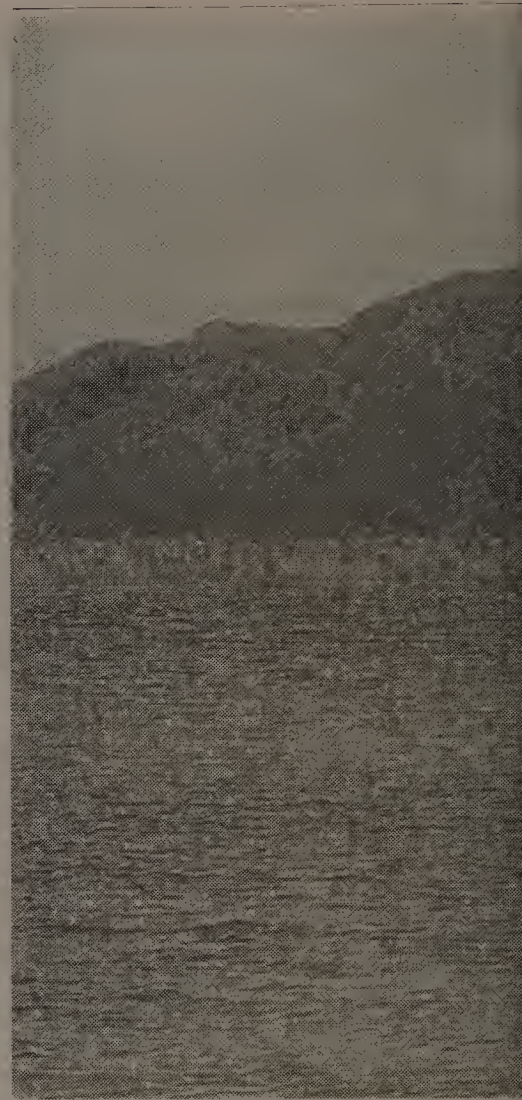
Shortly after we returned to the boat, Shirlee showed up with two women from Cairns. One had been an unsuccessful candidate for mayor and the other was an amateur marine biologist. We took their 14-foot boat to Round Island for more snorkeling, and saw turtles, interesting fish, and a huge table coral. Karen and I were going to snorkel back to *Hitchhiker* — until Karen spotted a large black tip shark. She got back into the small boat. Since I'm a lawyer, the sharks extend personal courtesy and never bother me. That afternoon we sailed north to High Island, which is another island in the Frankland chain.

Monday featured beachcombing followed by a sail in 15-knot winds to Fitzroy Island, which is a mountain top that was part of the Australian mainland until the last ice age. When the ice melted, it created a sea, leaving a 1,000-ft tall island offshore. Captain Cook landed on the island and discovered a freshwater spring — which was recently found to originate

from the mountains on the mainland 18 miles away! There is a small resort on the west side of the island that caters to backpackers and others seeking value for their travel dollar. We went ashore to swim in the resort's pool and use the internet connection to check email.

The resort also has about 20 huge mango trees — which are about 150 years old — that were dropping fruit. The island also has what is commonly called 'stink' or 'vomit' trees. The berries secrete an odor strong enough to attract bats from the distant mainland. The bats fly out from the mainland at dusk and attack the stink and mango trees, causing many mangos to drop to the ground — where they are picked up the next morning by tourists.

There was to be no wasted time on this sailing trip, so on Tuesday morning we made the very steep 1.5-mile hike to the top of the island. From the summit we could see miles out to sea, as well as many islands and cays of the Great Barrier Reef. We continued our hike to the lighthouse on the north end, then cooled off by snorkeling for an hour. I saw a turtle, but unfortunately he did not want to give me a ride.



DAVID HAMMER



# IN LATITUDES



BOTH ALASKA PHOTOS BY SKIP ALLAN

After his Ha-Ha ride cancelled, it became 'Hammer time' aboard 'Hitchhiker' along Australia's spacious Great Barrier Reef.

Our next sail was the eight miles to Green Island, which is home to a posh resort that attracts many day-trippers. We arrived about 3 p.m., when the day guests were leaving. The restaurant was empty and the hotel not busy. After a nice shower, we did some more snorkeling. One of the girls jumped into the dinghy like a live fish out of a hot frying pan. She'd been visited by another shark.

There was no rest for the wicked, and so we weighed anchor at 6 a.m. for the sail to Upolu Cay, where we started snorkeling by 8 a.m. We weighed anchor again for the sail to Valssoff Cay, where we enjoyed the best snorkeling of our trip — and that's saying something. The water was crystal clear, and the variety of the coral and fish were amazing. We saw clown fish, turtles, sharks, eels, hundreds of giant clams, angler fish, and many more.

There were some wealthy tourists sitting on the cay under umbrellas. We could tell they were wealthy because they were eventually picked up by a seaplane and helicopter. We ate lunch while sailing to

Michaelmas, a bird sanctuary and nesting ground that was our third cay of the day. The water was not as clear as at Valssoff Cay, but I did see another turtle and another black tip reef shark. The shark was shy, but let me get close enough for a photo with my cheapo disposable cameras. We ended the day sailing toward Cairn, backed by the setting sun, on the wings of an 8-knot breeze.

As Karen and I showered and started packing for the trip home, Shirlee prepared our last onboard dinner — the best eggplant parmesan that I have ever tasted. During the meal we toasted our hosts for a truly fantastic week. We motored into the outer harbor in the dark, and dropped the hook a half mile offshore. I spent the night on deck because it was too warm for my berth.

The alarm went off at 4 a.m. because we wanted to be at the dock at dawn. I steered the cat down the shipping channel in the dark, navigating by the channel marker lights and the range lights. In Australia the channel marker lights are green-right-returning, the opposite of the U.S. system. Shirlee held the boat steady in the current while David took us to the dock in his punt. I

hadn't been able to do the Ha-Ha, but what a fantastic week! We plan to sail on *Hitchhiker* again.

The Goodgames can be contacted at [drgoodgame@yahoo.com](mailto:drgoodgame@yahoo.com).

— david 12/05/04

## Cheshire — Spindrift 40 Cat

Susan Ames

### Bottom Fishing For A Cat (Olympia, Washington)

By mid-December, I will have put in a full 15 years of indentured servitude to the state of Washington — and therefore earned some retirement — or else David and I might have made it across the Atlantic to the Caribbean for the holidays. But you do what you have to do, and we still hope to join up with the 2005 Puddle Jump — although we'd be starting from Panama rather than Mexico.

As you might recall, David and I went bottom fishing in the catamaran market by trying to find a decent used catamaran of at least 40 feet for under \$100,000. Actually, I was hoping for a purchase price *plus* the commission to total no more than \$100,000. Ha, ha, ha! But we think we got lucky by finding a 1973 Spindrift 40 in Cornwall, England, for \$60K — which we bought last February. I wish I could give you a good description of her — but I haven't seen her yet!

*Cheshire* was sold to us by her original owners, who had cruised and chartered her for many years around England and in the Med under the name *Hi Fi*. The cat is sound, but has minimal and old gear — which wasn't that bad because it kept the price low and we would have wanted to put our own stuff on anyway.

David went to England early in the year to conclude the purchase and then again at the end of June to fix *Cheshire* up and sail her to the Algarve coast of Portugal with the aid of Sam Chapin of Corralitos, his lifetime partner in crime. They arrived

After lots of looking, Susan and her husband found a 40-ft catamaran for under \$100,000. She was a Spindrift 40 in England.



COURTESY CHESHIRE CAT



# CHANGES

last week and got the boat settled in Portimao. David says they hit 15 knots while planing on a close reach off Finisterre, and that *Cheshire* behaved very well. Upwind in bumpy seas was, of course, a different and less pleasant story.

We'd already bought a new main and spinnaker for the cat, but after that first lengthy passage, David wants a larger jib also. By the end of August, we'd already spent a total of \$74,000 — but that doesn't count the new laptop, David and Sam's time working on the boat, or the new generator he had to pick up in Figeroa da Foz. I know we'll also want a new outboard, a stove with an oven, and some other goodies. So I bet we end up pretty close to the \$100K target. But that means we'll still have a healthy cruising budget. We plan to be gone for two years. We probably won't circumnavigate — but you never know.

I've found it very interesting to try to prepare a boat for cruising from thousands of miles away. On the home front, we really do have to get rid of just about everything before we go, because we don't want to pay for storage. It's probably a good thing to do, but it's really hard for a couple of packrats.

So far the Pacific Northwest is still my top pick for where to live in the world, so we expect to come back to this area when we're done cruising. I feel incredibly fortunate to have the opportunity to do this adventure, and to have such a great and capable partner/husband — who is doing most of the work right now to make it happen.

— susan 11/15/04

## **Maluhia — 38-ft Steel Cutter Hans Regnery & Judy Coulter Coff's Harbor & Bekana Resort (Honolulu, Hawaii)**

We haven't checked in for quite some time, but we've been busy cruising. Since

*Because of its low rates and good security, Coff's Harbor, Australia, has become a popular place for foreign cruisers to leave their boats.*



we left American Samoa in '01, we've mostly been on familiar ground in Fiji, New Caledonia, and Australia.

We've spent quite a bit of time at Coff's Harbor in NSW Australia. Situated at 30°S, Coff's Harbor is a very nice place to clear into Australia. Once primarily a harbor for fishing boats, it now also hosts racing sailors — particularly over the Christmas holidays — and cruisers. Because the rates are low and the security is good, it's also a good place for foreign cruisers to leave their boats if they want to fly home or travel inland. The area around Coff's Harbor is also very nice for relaxing and sightseeing. There are nature walks all around, and the harbor is situated between the mainland and the Muttonbird Island Nature Preserve. There are also lots of nearby beaches and good surf. All the supplies a cruiser might need are available in the immediate vicinity.

But after a time, Coff's Harbor became too cool for us, so we sailed back to Fiji to warm up — and that we did, spending the tropical cyclone season there. Fortunately, there were no tropical cyclones that hit Fiji that year.

For those who might be coming to Fiji, we'd like to put in a good word for the Bekana Garden Island Resort, which is near Lautoka and made our visit there much more enjoyable. Bekana is a new resort located on a small island just 1.5 miles northwest of the Queen's Wharf — where you check in. The Bekana folks are very yacht friendly, as they allow you to use one of a half-dozen new moorings for the price of an occasional drink or meal. They have a pleasant open bar and dining room, a nice swimming pool, kayaks, and a small beach. Snorkeling along the reef to the north isn't bad at all. Their accommodations range from air-conditioned units to backpacker tents and dorms. There is a boat that crosses between the island and the mainland many times a day, and it's reasonably priced. For cruisers preferring to drop a hook, the bottom

is mostly sand and river mud in about 60 feet of water. Cruisers can take their dinghies across to the Queen's Wharf and tie up at the steps, where guards will watch over it. There haven't been any security problems in the Bekana Island vicinity. Thanks to dry and sunny weather, Lautoka being a major supply town, and all the other benefits, Bekana is a great place to spend some time.



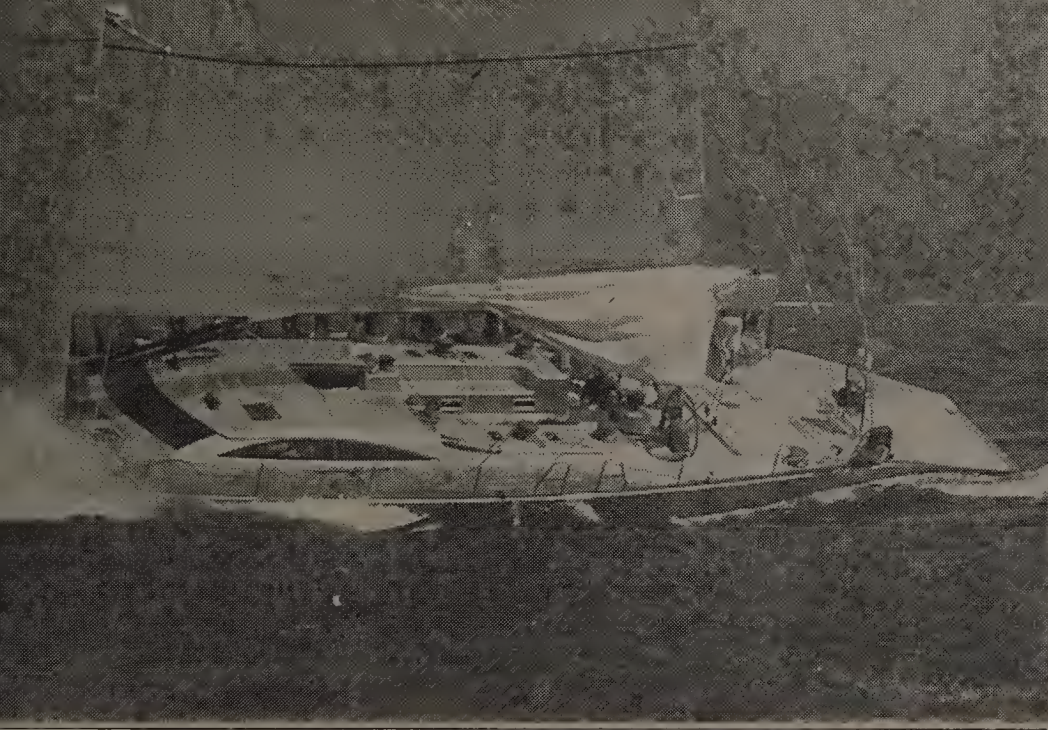
A caution about leaving Fiji by plane: Judy's mother became critically ill after we'd been in Fiji for six months and just a week before we planned to sail to Wallis Island. (It's possible to leave one's boat in Fiji for a year, but it's very expensive for an individual to get a second six-month visa.) According to the officials in Lautoka, all was set for Judy to leave the boat for two months and for her to return. But in her haste — and with her lack of experience of leaving a boat in a foreign country — she neglected to take along copies of the boat papers, a letter from the captain, and a letter from customs to clear her way to reenter Fiji. When she got to LAX to start her return trip, she only had the return part of her ticket and no paper evidence of belonging to a yacht. The Air Pacific staff almost weren't going to let her on the airplane. Fortunately, they were nice enough to allow her to call Mr. Atroni, the head of Immigration at Lautoka, who verified that she was rejoining the boat. Thanks are also due Roko, the manager at Bekana Resort, who allowed us to leave *Maluhia* on a mooring for the two months.

We'll drydock at Vuda Point Marina for





PHOTOS COURTESY WORLD CRUISING CLUB



pread; 'Leopard of London', ARC elapsed-time  
inner. Insets; ARC start in the Canary Islands,  
and the 'Northern Star' crew at St. Lucia.

month to fix and paint things on  
aluhia, then head to New Caledonia for  
the hurricane season. After that, we'll just  
ave to see which way the wind blows!

— hans & judy 10/15/04

Readers — Hans and Judy sent us  
photos of the weatherclothes on their boat,  
which had the following messages: 1) Stop  
overpopulation with birth control. 2) Eter-  
nal vigilance is the price of liberty. 3) Be a  
ombie and consume, be silent, reproduce,  
and die. 4) There is enough for everyone's  
needs, but not enough for anyone's greed.  
Do not tolerate greed or corruption. 6)  
ve simply so others can simply live. 7) If  
ne is content with a little, enough is as  
ood as a feast. 8) Help save the planet  
arth, it's the only home that we have. 9)  
e must be the change we want to see in  
e world.

**Cruising Rallies Of The West  
Atlantic, Caribbean, And Pacific**  
Fall/winter is cruising rally season.

Here's a quick review:

The 2,700-mile **Atlantic Rally For Cruisers** from the Canary Islands off Africa to St. Lucia in the Eastern Caribbean, which is the granddaddy of all cruising rallies, started its 19th annual event on November 20. Although there were 190 boats from 23 nations, there was actually a slight decline in participation from previous years. First-to-finish honors went to Mike Slade's R/P 92 *Leopard of London*, a lovely yacht with a full interior under charter to John Davis and skippered by Chris Sherlock. She crossed the finish line after 12 days, 1 hour, and in so doing nipped her much bigger rival *Sojana*, a Farr 115 ketch owned by GBR America's Cup founder Peter Harrison, and also *Spirit*, the Volvo 60 that owns the course record. Overall, it was a very light year, so even with most of the fleet being allowed to motor through the light spots, 55 of the 190 boats took more than 20 days to reach St. Lucia, and two were still at sea after 27 days. One of the more outstanding performances was turned in by Christian Martin's Outremer 45 catamaran *Girolata* which, although just half the length of *Leopard*, only took two days

longer to finish. This was the last year for big and racy boats such as *Leopard* and *Sojana* in the ARC, as the organizers want to return the event to her cruising roots. As such, future entries will be limited to 60 feet. The hotter and faster boats will be directed to the World Cruising Club's sister transAtlantic event, the Rubicon Atlantic Challenge. More on that following the next paragraph.

The only West Coast folks we know who did the ARC was the Malmut family of San Diego aboard their Beneteau 47.7 *Flying Shadow*. They did surprisingly well, finishing 51st of 190 on elapsed time, and crossing the line after 17 days, 14 hours. Parents David and Darlanne, plus son Bruce (7) and daughter Abby (5), had been cruising the Med for three years — sort of by accident. They'd initially planned to cruise for just six months, but when they saw what a great time the kids were having, they extended it for another 2.5 years. Now, however, they are returning to California to enroll the kids in formal school. But here's a tip for those of you who homeschool your children. In order to get their kids into the right mindset for their onboard classes, Bruce and Abby were required to dress in the uniforms they'd worn while attending school in Malta. Plus, they had to refer to their instructor as 'Miss Darlanne' — not 'mommy' — when class was in session. It reportedly helped.

The **Rubicon Atlantic Challenge**, a sister event to the ARC, started from Lanzarote in the Canaries on November 20, bound for Jolly Harbor, Antigua, some 2,800 miles away. All 14 entries were from Europe. We presume there was no motoring allowed in this event and that there wasn't much wind, for the first boat to finish, the Oyster 56 *Oyster Rose II*, took 17 days to complete the course. Most perplexing of all, however, is the fact that

**The San Diego-based Malmut family — seen with a young friend — turned in an excellent ARC performance with their Beneteau 47.7.**



COURTESY WORLD CRUISING CLUB



# CHANGES

COURTESY WORLD CRUISING CLUB



*The crew of one of the boats in the Rubicon Atlantic Challenge took a toddler swimming in the middle of the Atlantic Ocean. It was calm.*

Golden Opus, a lovely Opus 73 and the biggest boat in the fleet, finished last in 27 days, 3 hours. We suspect there is more to that story.

After a three-day delay to the start because of bad weather, the **West Marine Caribbean 1500 Rally** from Hampton, Virginia, to Tortola in the British Virgins, finally got underway on November 10. For those who thought the Ha-Ha was challenging, consider what the folks on the East Coast had to go through to get to the tropics. After most of the fleet motored across the Gulfstream in blessedly light winds, on the fourth day they were hit by 35- to 45-knot winds and correspondingly large seas — as had been forecast by Commander's Weather. The last couple of days were terrific, however, with glorious reaching in 15 to 20 knots in ever-warming weather. Line-honors were claimed by Bob and Mallika DeHaven's Virginia-based Oyster 62 *Mistress Mallika*, which finished the 1,500-mile course in 6 days and 13 hours. Corrected-time honors went to Bill and Diana Quinlan's Jacksonville-based Taswell 58 *Special Delivery*.

Curiously, the 46-boat Caribbean 1500

*Bill Quinlan of the Taswell 58 'Special Delivery', with wife Diana, holds the corrected-time trophy for the Caribbean 1500.*



STEVE BLACK

fleet had to be split into a 23-boat Cup Class, where times were taken, and a 23-boat Cruising Class, where times weren't taken. The Cruising Class had to be created for boats whose insurance companies informed them that if they participated in "a timed event, with a start and a finish," their deductible would double and their sails and rig wouldn't be covered at all. A bunch of participants who didn't have to join this class nonetheless did so because of its more casual nature.

There were medical personnel and an ambulance at Paradise Marina waiting for the arrival of the 40 or so boats that participated in the first-ever **Three Days To Paradise Rally** from Cabo San Lucas to Nuevo Vallarta following the Ha-Ha. Nobody had been hurt or injured, it was just the staff from the Amerimed Hospital in Puerto Vallarta welcoming everyone with complimentary basic health checks. In some sailing events participants can win their weight in rum. In the Paradise Rally, six participants won complete medical check-ups — including a heart test on a treadmill! There were plenty of other good prizes, too, including a small outboard motor, free golf at the Paradise course, a week's stay in the Paradise Resort, a free haul-out at Opeqimar Boatyard, and much more. Doug Campbell, Vice Commodore of the Vallarta YC, which co-sponsored the event with Paradise Marina, figures the total value of the prizes was over \$10,000. The big lessons from this year's event: 1) The participants would have preferred to start just one day after the Ha-Ha awards party and not hang around Cabo any longer than necessary; 2) There were too many parties and events; 3) Most of the festivities should be held at the Vallarta YC — which is convenient and has its own pool and hot-tub — as opposed to all over Banderas Bay.

Two more rallies have been proposed. One is the **OECS Rally** in the Windward Islands of the southern Caribbean — which sounds as terrific as the name is awful. It starts in St. Lucia on December 27 — hoping to pick up a lot of boats from the just-arrived ARC Rally — then heads south to St. Vincent, Bequia, Carriacou, and some other islands before reaching Grenada, then backtracks north past St. Lucia to Martinique, Dominica, Guadeloupe, and ends up in Antigua. It's basically six weeks of visiting nine countries, most of them the less-visited and less-developed ones in the Caribbean. If it's at all well-organized, we would love to do this one next year. Because the route backtracks, a nice feature is that boats can drop out



and rejoin as their schedule permits. The event is put on by the Organization of Eastern Caribbean States and the various departments of tourism and marine trade associations in the nine countries. About a year ago, a United Nations study revealed that tourism by boat brought more money to these islands than did cruise ships, so the countries are trying to capitalize on it. We wish them tremendous success — but they need to get a website up and running.

To conclude our reports on rallies, Lodewijk Brust, John Hoedemakers, and Jolanda Geerdink, from the boats *JoH* and *Mistral*, and all from the Netherlands, have announced the first ever **Vasco da Gama Turkey to India Cruising Rally**. It's to start in October of next year. "The idea is to do the Red Sea slowly in order to fully enjoy the beauty of the place," they say. "The event will be a tour, not a race, and we're only going to allow a maximum of 25 boats." More information can be found at [www.vascodegamarally.nl](http://www.vascodegamarally.nl). But in all honesty, most cruising boats are going in the other direction at that time of year, and few cruisers visit India because it is said to be home to the most unspeakable bureaucratic horrors. Bu





LATITUDE/RICHARD

While at Punta de Mita, Banderas Bay, we bumped into Jason and Cathy Pruette on their newly-arrived Pahi 42 catamaran 'Woodduck'. The former skipper of 'Adventure Cat' built the most lashed-together cat at Nelson's Marine between 2001 and 2003. We'll have more on her in a future issue.

who knows? By the way, the fee for a 44-ft sailboat going through the Suez Canal is \$400, but there's about \$100 in other fees in Egypt. A six-month visa for India is \$80.

— latitude 38

## Cruise Notes:

Sailors making the passage between Cabo and P.V. have never really been sure how far they've been required to stay away from the Tres Marias Islands, which are a Mexican prison about 75 miles northwest of Punta de Mita. But now Bob Grimes of the Seattle-based J/41 **Air Power** can report, with certainty, that it's 12 miles. You see, while making the 300-mile passage from Cabo to P.V., Grimes became tired, in part because his autopilot broke. Not realizing that the Tres Marias are forbidden islands, he dropped a hook off the biggest of them to catch some shut-eye. A short time later, guards with guns boarded his boat and separated him from his crew. He was then instructed to take his boat to the island's main wharf, which was about two hours away. Wor-

ried, Grimes set off his EPIRB, but left it down below, covered with a jacket so nobody would know. That's probably why the signal wasn't picked up. Before reaching the wharf, Grimes turned it off anyway, no longer so concerned for his safety. After meeting with the prison honchos, all of whom — except for the head of security — were very friendly and shook his hand, he was definitively told that all vessels must stay 12 miles away. An exhausted Grimes asked if he could anchor in the little bay for the rest of the night. "You leave right now!" said the head of security. As you might imagine, that's exactly what Grimes did. If we're not mistaken, the prisoners are allowed to roam freely on the island, and even have their families join them. We're told that some like it so much they don't leave — even after they have served their sentences.

Of all the boats that were signed up for the Ha-Ha but didn't make the start, the one we missed the most was **Caballo Blanco**, Mike Pyzel's Santa Barbara-based Cal 28 that he stretched to 30 feet. We first met Mike back in '78 when he raced his little

boat in the first ever Singlehanded TransPac to Kauai. Subsequently, he did charters with *Caballo Blanco* to Santa Cruz Island, and has sailed over there 500 — that's not a typo — times! More recently, he's been doing surveys. In fact, one of the reasons he and his lady Kristen missed the Ha-Ha is that he was surveying so many Ha-Ha boats that he didn't leave enough time to get his own boat ready. Mike and Kristen did make it to Mexico, however, and here's their report:

"While some of the Ha-Ha fleet battled southerly winds on the way to Turtle Bay, Kristen and I were deluged with two inches of rain at The Isthmus at Catalina. At least we didn't have headwinds. We did, however, catch the eclipse of the moon. This was my first run down the coast of Baja with *Caballo Blanco*, and I found it a most rewarding experience — and a great way to spend a month. Most anchorages were like the ones at San Miguel or Santa Rosa Islands — you hide behind a headland and hang on with one huge hook. Incidentally, my boat is named after an esoteric *mariachi* song that is part of every Mexican kid's cultural history. Having such a universally recognized 'Mexican' boat name always brings a broad smile to the faces of officials — and might have even facilitated our paperwork. At Cedros Islands, for example, the port captain checked us in — then closed shop to take us on a sightseeing tour! And at many of the isolated Baja anchorages, *panganeros* greeted us by shouting, "Hola *Caballo Blanco*" as they passed by. In the States, *Caballo Blanco* is just another goofy boat name — and is often mistaken for Cabo Blanco.

"Our brief visit to Cabo San Lucas was valuable in that it reminded me of why I like being anchored in isolated places that don't have an American influence," continues Pyzel. "We did, however, get great service at Marina Cabo San Lucas. But then we were outa there for Los Frailes,

*Mike Pyzel, as seen earlier this summer in Santa Barbara, when he thought he'd be able to make the start of the Ha-Ha.*



LATITUDE/RICHARD



# CHANGES

where we met some Ha-Ha boats that were hoping for the northerlies to subside to something manageable — like 20 knots — so they could continue on up to La Paz. In the previous 10 days, they'd recorded gusts to 50 knots from the north. As it turned out, La Paz wouldn't be in the cards for us. We gave it one more shot, leaving Frailes heavily-reefed, but after 12 miles we'd had enough. We happily shifted to Plan B, which was to ride the 30-knot winds on a delightful overnight reach across the Sea of Cortez to Mazatlan. We've found Mazatlan to be a delight, and the staffs at Marina Mazatlan and El Cid Marina to be extremely helpful to cruisers. We're staying here for Christmas. My nearly 17-year-old daughter Mara will be coming to visit, and hopefully her stay will help her get an 'A' in Spanish at Santa Barbara High. Anyway, thank you Poobah for encouraging us to cruise Mexico."

"Marina Mazatlan hosted its annual **Mazatlan Thanksgiving Cruiser Feast** for more than 100 cruisers as a benefit for the Ciudad de los Niños orphanage," report Michael Fitzgerald and Sylvia Fox of the Sacramento-based Mapleleaf 48



SABBATICAL

*Several cruisers, who brought the donation from the Thanksgiving Feast, pose with the Sister who runs the Ciudad de los Niños orphanage.*

**Sabbatical.** "After a great event that included a traditional dinner, dancing, and fireworks, a delegation of cruisers from the marina delivered the pesos and food to the orphanage. The Ciudad de los

Niños, which is run by several nuns, is unique in that it adopts the children for life. Currently they have 52 children — and an assortment of friendly dogs. We were taken on a tour of the facility, which was immaculately clean and spacious — if sparsely furnished. During the tour we were told that the hot water heaters were no longer working, and they were boiling water to wash the dishes, clothes, and so forth. Since a lot of cruisers can relate to having to live with only cold water, within 24 hours cruisers from the three Mazatlan marinas — Marina Mazatlan, Isla Marina, and El Cid Marina — had raised nearly \$500 U.S. to buy and install the water heaters. The orphanage should have plenty of hot water in a week. By the way, we're told it's best to give commodities and services to charities in Mexico, not cash."

"Thanksgiving in Mazatlan is a gala time of year for cruisers," agrees Steve Hersey of **SeaScape**. "Marina Mazatlan puts on an extravagant party, but it's a little too expensive for those of us with small boats and small budgets. So a group of us from Isla Marina found an afford-

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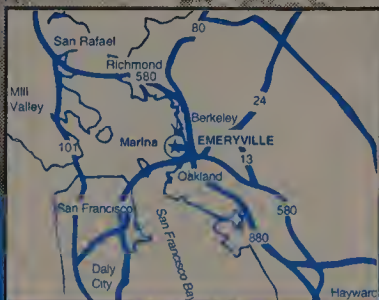
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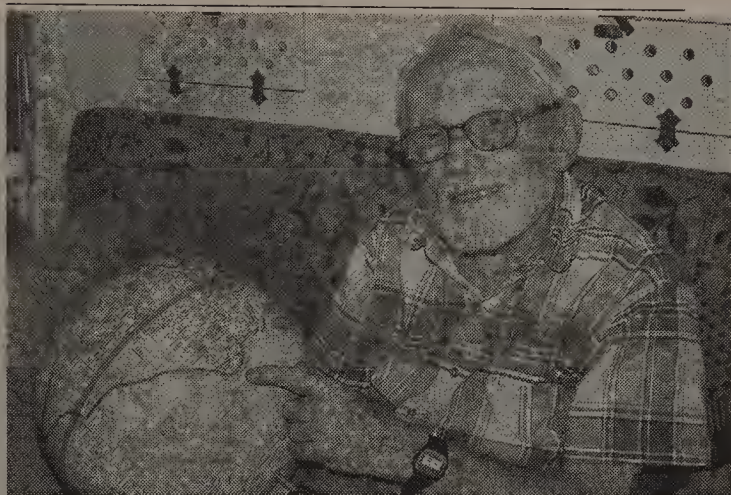
able alternative in Munchkins, a local eatery that is home to the infamous Thorny Surf Burgers. They put on a Thanksgiving feast that included turkey, ham, stuffing — all the goodies you'd expect. For us, Munchkins was surely the best Thanksgiving deal. As we continue to cruise, we'll continue to look for the best deals."

We love to get 'best deal' reports from folks no matter where they are cruising. But please, include the prices and a reasonably good description of what you're getting. And naturally you won't want to forget the first and last names of people involved, boat names, boat types, and mooring ports. This latter information makes the magazine so much more interesting to read. *Gracias.*

Carl Heckel sends us the latest on his father, Harry Heckel of the Dreadnaught 32 **Idle Queen**. At age 87, Heckel is only a couple of hundred miles from completing his second circumnavigation. When he does, he may be the oldest person to ever have gone around alone.

"Dad called from Key West and

sounded well, although he's been having some circulation problems. In fact, when we were in Panama, we spent a day at the hospital and at pharmacies trying — unsuccessfully, as it turned out — to get his prescription for pain pills filled. We hope he gets more medical attention now that he's in the States and before he gets worse. Dad encountered a series of storms off the Yucatan that did some damage — including causing a turnbuckle to fail on the lower end of the split backstay. Dad was worried the failure might cause the mast to fall, but he was able to effect a temporary repair at sea. But he was greatly slowed, as he couldn't risk carrying too much sail. With regard to another problem, he's found a way to short the starter switch to the motor so he no longer has to start his Saab diesel by hand. Some of us think he would be better off just re-



LATITUDE/ANDY

**Heckel uses a plastic globe to demonstrate that he's been around. Not just once, but a couple of hundred miles short of twice.**

placing the starter button and wiring. Having taken a month's dockage in Key West, it looks as though he won't complete his second circumnavigation until early in '05. Incidentally, he says it was a real challenge to find a berth in Key West, as the hurricanes have left more boats than berths. Even the Key West moorings, almost always vacant, were fully occupied."

In our recent interview with **Mike Harker**, he said that sailing author Nigel

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# CHANGES

Calder had told him that more people have been into space than have sailed around the world. We told Harker we thought Calder was mistaken, and we have some corroborating evidence. In the booklet sent out about Ellen MacArthur's attempt to break the singlehanded-around-the-world record with **B&Q Castroama**, it was noted that while more than 1,800 people have reached the summit of Mt. Everest, 450 people have been in space, and 12 people have stepped on the moon, only one sailor — Frances Joyon with the 90-ft trimaran **IDEC** — has sailed around the world non-stop in a multihull. Well, *Latitude's West Coast Circumnavigator's List* is up to about 140 boats, and most of those trips were made by at least a couple, so that's a minimum of 300 people from the West Coast alone who have sailed around the world, so certainly there's many more than 450 sailors who have circumnavigated. Maybe Harker misunderstood Calder, and the author meant that fewer people have *singlehanded* around the world than have been in space. That's probably true, but Harker has no intention of singlehanded around the



LATITUDE/RICHARD

*The first Ha-Ha start in 1994 was the roughest ever — they cancelled America's Cup trials — but 'Cascade' was right at the front.*

world.

"Our old Wylie 65 **Saga** — which was built by Arlo Nish of the Bay Area, who circumnavigated twice with her — is now **Sequoia**, has a blue hull, and lives in the Pacific Northwest." So reports Matt Stone

of Northern California. "Her new owner is Robert Dietrich, who used to live in Marin County, and who did the first Ha-Ha in '94 aboard the S&S 63 **Cascade** with wife Holly and their children. *Cascade* is a sistership to **Siete** (and **Rewa**), which was owned by my father-in-law, Bill Stewart. It's a small sailing world. *Sequoia* no longer has the original dinky mizzen mast, but Arlo's built-in vodka tank lives on! As for my family, we're down to a JY-9!"

It was great to hear from Jeff and Debbie Hartjoy of the Baja 40 **Sailor's Run** — see their *Changes* in this issue — because they are both so enthusiastic about . . . well, just about everything. We don't think anybody who was at the 1999 Awards Party will forget Debbie describing how the two of them managed to 'relieve the watch' one windy night on the Ha-Ha. The doublehanders had the chute up when the wind came up strong. They decided the safest course of action was for Jeff to continue driving, which he did for hour after hour. This arrangement worked well, with Debbie bringing food and beverages as needed. But then Jeff,

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who absolutely couldn't leave the helm, absolutely had to take a pee. With no other course of action possible, Debbie appeared with a bottle, unzipped the fly on Jeff's pants and, as he continued to drive, placed his 'nozzle' in the mouth of the bottle. Gawd, what relief! It was a great example of teamwork — and a much-appreciated awards ceremony story.

"A couple of mentions of Bahia Asuncion in *Latitude* piqued our interest about the place," report Stan and M.J. (no last name given) of the Valiant 40 **SolMate**, "so we decided we'd check it out on our way down the coast of Baja. We first made the requisite fuel stop at Turtle Bay, and were thrilled with the convenience of the **Servicios Anabell** fuel barge — which comes right to your boat and has a good pump and filtering system. We also enjoyed the Revolution Day activities with the locals, but after five days hadn't found it as charming as we'd hoped. So we hopped 50 miles down the coast to Bahia Asuncion. What a breath of fresh air! They have everything Turtle Bay does except for the fuel barge. Surprisingly,

there's a nice internet cafe with six computers and, contrary to what the cruising guides say, plenty of food and beer. In fact, the *tiendas* and restaurants are easy to find, as is diesel. Sheri, a former Canadian cruiser who responds to *Sirena* on VHF, hailed us on our way into Bahia Asuncion, and graciously offered to help us get acquainted with the anchorage and town. She later invited three boatloads of cruisers ashore for lunch and great conversation. We learned that she and her daughter Sirena have bought property near the point and, with the help of husband Juan, are developing a 'yacht club' for cruisers. Eventually it will have all the services cruisers need. She also offers excursions to cool



*The 'Servicios Anabell' fuel barge, complete with a good pump and filters, has been a smash hit at Turtle Bay, as it makes life easy for skippers.*

sites such as Bone Valley and the Vizcaino Biosphere Reserve. Sheri and Juan are also establishing a B&B at the fishing village of San Roque, one bay north of Asuncion. Check it out!"

Tim Schaaf of the Moorings 4500 cat **Jet Stream** was a little reluctant to admit that his new-to-him cat had slammed into an (unlit) offshore weather buoy. But if our report from Driscoll's Boatyard in



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# CHANGES

Mission Bay is accurate, he's in good company. For the word on the dock is that Warwick 'Commodore' Tompkins' Mill Valley-based Wylie 38+ **Flashgirl**, having just started on a long-anticipated cruise, slammed into a buoy and had a bite taken out of her bow. Shit really does happen, even to the best of boatowners. Also hauled at Driscoll's were Hasso Plattner's MaxZ86 **Morning Glory**, which he'll race with Russell Coutts at the helm in the TransPac against **Pyewacket**; the Lee 67 **Merlin**, which is apparently going back to a fixed keel; and the sled **Taxi Dancer**.

**J.R.** and **Lupe Dipp** of Guadalajara and Puerto Vallarta are having a heck of a time buying a catamaran to replace **Moon and the Stars** and their other boats. First they bid on the Bernhard Family's, Catana 58 **Aurora**, which they had sailed across the Atlantic three times. But they couldn't quite agree on a price. Then they agreed to a price on a cool-looking Aikane 56 that had been built in Trinidad. The deal looked so promising we prematurely reported that it was a done deal. But Lupe says at the last minute the owner produced a 23-page



LATITUDE/RICHARD

*They've got the money and the desire, but J.R. and Lupe still haven't been able to close a deal on a catamaran.*

sales agreement and asked them to pay the import duty that had been due from when the boat had been brought into the States. J.R. and Lupe walked away from that deal. Most recently, they've put an

offer in on **Kimba**, a Catana 471 that was sailed across the Atlantic by a Seattle family two years ago. We'll see how this chapter of their boatbuying *novella* turns out.

What's the buzz, Blair? Another boat that missed the start of this year's Ha-Ha was Blair and Joan Grinols' 46-ft **Capricorn Cat** from Vallejo. Blair had to rebuild both his daggerboards and do other boat work, and it took much longer than he thought. They finally left in early December, and froze as they motored down the coast to Point Conception, where they were hit by 15 to 20 knots of headwinds. So they took a slip at Santa Barbara, where Blair dove in the chilly water to clear the kelp around the hull appendages. Even with a wetsuit it was a cold dive. But that was an easy problem to solve compared to the engines overheating at higher revolutions. Worrying that the manifolds were going bad, Blair finally took the whole suction housing apart — and found the entry to the strainers to be plugged with dead bees. They were souvenirs from being on the hard at Napa Valley Marina over the summer. Several

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days later, there was more overheating, and even more dead bees blocking the flow of water. Things didn't get any better going down the upper coast of Baja. First the wind came up to 35 knots from the northeast with such big seas that they had to run off with it. The waves were so big and steep that they caused one of the newly-replaced daggerboards to snap off. "We're now licking our wounds in Turtle Bay," writes Blair, "where it's still two-sweater weather and we're trying to decide if it's worth the rush to make it to Mazatlan for the cruiser Christmas. But we've not been having any fun yet."

There are no guarantees, of course, but for people who like warm temperatures and prefer not to be punished by strong winds and big seas, we think late October and early November — right after hurricane season and just before winter storm season — is the best time to get south to Cabo. Similarly, if anyone wants to make it up to La Paz, we'd sure try to get north by the middle of November.

Cruising plans are written in sand. Last year John Haste sailed his San Di-



LATITUDE/RICHARD

**John Haste can't wait to get his cat 'Little Wing', sandwiched between cats 'Wavy' and 'Humu-Humu', back to the Banderas Bay Regatta.**

ego-based Perry 52 cat **Little Wing** from Nicaragua to the Caribbean for the winter season, stopping in Cartagena long enough to have a great time and be robbed at gunpoint of all his boat elec-

tronics. This year he was going to sail his cat to Houston to be as close as possible to a real estate venture — but then he got to thinking about how much he missed racing in the not-too-serious Banderas Bay Regatta against his cat friends Blair Grinols on *Capricorn Cat*, David Crowe on the Morrelli-Choy 70 **Humu-Humu**, the *Latitude* crew on **Profligate**, and whatever other boats with more than one hull showed up. "I've had so much fun playing with the other multihulls in Mexico over the years that I couldn't miss it again this year. So we'll be sailing the boat from Cartagena — where she is again — to Panama, to the Galapagos Islands, and then up to Paradise Marina in early March for the Banderas Bay Regatta. And Paul Biery of the Emeryville-based *Catana 431 New Focus* better come back up from Zihua for that event, too. I've got a new overlapping genoa, and I'm looking to beat everyone!" He was laughing when he wrote that.

What's on the horizon for this winter?

The Fourth Annual **Zihuatanejo SailFest** is February 2-5, and has all kinds of great sailing and shoreside ac-

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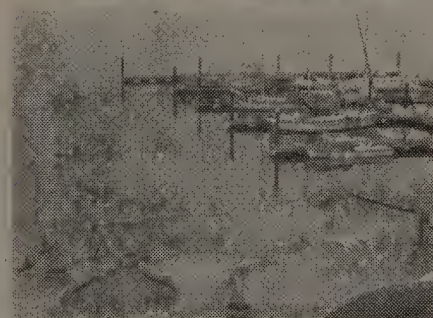
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# CHANGES

tivities centered around what is perhaps the cruisers' favorite town in Mexico. It's all for a great cause, too, the Netzahualcoyotl School for indigenous children, most of whom are orphaned and need to learn Spanish to survive. See [www.zihuasailfest.com](http://www.zihuasailfest.com) for details.

The 7th annual **Pacific Puddle Jump Party**, February 28, is limited to folks headed across the Pacific this year. Co-sponsored by *Latitude* and Nuevo Vallarta's Paradise Marina, there will be seminars, festivities, and interviews by *Latitude 38*.

The **Pirates For Pupils Spinnaker Cup** will be held on March 11 on Banderas Bay. Everyone gets to dress up like pirates and wenches to help support the school in Bucierias. The fleet meets at Punta de Mita for lunch as well as fun and games in pirate attire, then sets chutes for the 12-mile spinnaker run to Paradise Marina. It might be your sweetest sail in Mexico this season, and all for a good cause.

It's just a couple of months to the 13th annual **Banderas Bay Regatta**, the biggest cruising regatta in Mexico, and cer-

tainly one of the best in the world. You just can't beat the pleasant sailing conditions of Banderas Bay, the great facilities at nearby Paradise Resort and Marina, and the casually competitive attitude of the cruising skippers. It's a blast, and it runs from March 12 through the 15th, with racing on the 13th, 14th, and 15th. The dates are just a little unusual, in that it starts on a Saturday and ends on a Tuesday. We don't know why that is, but we do know that you don't want to miss it. We'll be there with *Profligate*, and we hope you'll be there, too. Make sure you have a couple of clean shirts for the parties, particularly the Awards Party on the 15th, which is more or less the cruisers' ball for the season. For vessels signed up for the regatta, there will be a 50% discount on slips from March 10 through March 16, but reservations are first-come, first-served. In addition, the Paradise Resort has special room rates for regatta participants, but you must sign up prior to February 26. If you haven't sailed in

Mexico, this is a perfect opportunity to hook up with a boat and become acquainted with the cruising life in Mexico. For complete details, visit [banderasbayregatta.com](http://banderasbayregatta.com).

Good news out of **St. Martin** in the Eastern Caribbean. International Coastal Clean-up Day has taken hold in St. Martin, particularly on the Dutch side. At Mullet Bay Beach alone, 72 bags of trash were collected from the waterfront. In addition, an underwater clean-up netted 18 sacks of debris, with more expected to be extracted next year. In addition, a lot of money has been spent to beautify Phillipsburg, which has really needed it. Now if they can just do a little about local attitudes toward tourists, money might really start pouring in and much-needed jobs will be created.

If you're out cruising, please be careful! One night in November, **ConsuMate**, Rick Whitfield's Richmond-based Hunter 29, missed the entrance to Nuevo Vallarta and went up on a beach in front of a hotel. Thanks to efforts by Marina Paradise's Dick Markie and others, she was saved, but it was close. More on that next month.

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## 24 FEET & UNDER

**WANTED: O'DAY MARINER 19.** 1972 or newer. AKA Mariner 2 + 2. (800) 406-0222 (days, or please leave msg eves).

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**CAPE DORY TYPHOON.** LOA 18'6", beam 6'3", draft 2'7", 2,000-lbs displacement. The feel of a larger boat. Steady, stable. Smooth, predictable. Full keel. Refurbished classic Seagull. New interior cushions. Beautiful. \$3,395/obo. Benicia Marina. Call (916) 204-4646.

**MacGREGOR 22, 1986.** Swing keel, pop-top with cover, galley kit, dinette, Porta-Potti, AM/FM cassette. VHF, anchor, bow and stern pulpits, lifelines, swim ladder. Jib, genoa, reefing main, vang, all lines led aft. Summer 2004 maintenance included new bottom paint, new brightwork, gelcoat dressing and waxing, new keel bolts and cable. 2004 Nissan 9.8 4-stroke, electric start, warrantee. 11 gallon fuel tank mounted under cockpit with transom fuel fill cap. New motor mount. New battery with switch. Trailer includes new galvanized wheels with Carlyle tires. Can be towed with car or small truck. Boat and trailer weigh about 2,800 lbs. Great for lakes or bays. Fast and responsive. Clean, beautiful, race ready. Extras. \$5,900/obo. (707) 725-3001.

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**DUFOR 24 1/4-TONNER.** Good condition, lots of sails, new bottom spring 2004. All proceeds benefit the Vallejo Yacht Club Learn to Sail Program. \$2,500/obo. Leave message at (707) 645-0538 for more info.

**CAL 20, \$2,000.** Complete \$5,000 refit and owner just donated to Santa Cruz Sailing Foundation. See it at Sausalito Yacht Harbor, E-266. Jim Ritchey (831) 426-7797 (days) or (831) 476-0328 (eves).

## 25 TO 28 FEET

**RANGER 26, 1973.** Designed for SF Bay. Good sails, including spinnaker. 10 hp Honda o/b, zero hours since overhaul. Roller jib. Ground tackle. Sleeps 5. Easy to singlehand. Excellent first boat. Located in Alameda. \$5,500, as is, where is. Call Justin (650) 274-9588.

**DOCUMENTED NOR'SEA 27, 1993.** Center cockpit, 2GM20 Yanmar, 900 hrs. Located fiord, Southern Adriatic. Has mooring, 3-axle Pacific trailer. Storage/security: 100 Euros/month. Excellent maintenance available. Loaded: Radar, communication/navigation electronics. German insurance rates 1/3 US. Send fax: (425) 963-2948. Give name/contact info.

**CATALINA 25, 1987.** Fin keel, 9.9 Merc Sailpower o/b. Furler, tiller/pilot, legal head, pop-top. Well equipped. Recent Trinidad bottom paint. Priced right. First \$8,500. Insured for \$10,000. Upwind double-finger berth, Oyster Point Marina, South San Francisco, \$182/month. (650) 583-6377 or email: 25catalina87@mindspring.com.

**ISLANDER 28, 1984.** Great condition, well equipped. Wheel steering. Yanmar 20 hp diesel, roller furling, new genoa 2000, 135% Mylar genoa, extra sails, spinnaker with pole, whisker pole. New batteries 2002. Professionally maintained. Great racer/cruiser. \$23,000/obo. (415) 497-0795 or email: hollandier242000@yahoo.com.

**OLSON 25. E-TICKET.** 18-month-old race bottom. More than enough race and cruising sails, including nearly new spinnaker and 95% Kevlar jib. New stainless chainplates, forward hatch. Outboard, VHF, stove, cushions, all the goodies. People say it looks great, and in savvy hands (not mine) it has won more than its fair share of races. Last survey available. \$11,500. Call (415) 350-4134.



**HUNTER 28.5, 1986.** Well looked after. Excellent 1996 15 hp Yanmar. New this year: Windows, head, stereo, lifelines, etc. Sails great, sleeps six. Main with two reefs, 135% furling genoa. Nice Interior. \$17,500. See website for photos: <<http://photos.yahoo.com/julianandcolin>> or call (415) 812-4524.

**US YACHT 25, 1983.** Good main, jib and genoa. 4-cycle 7.5 hp outboard. Very nice condition. Berthed in Vallejo. \$4,200. Call (707) 252-3006.

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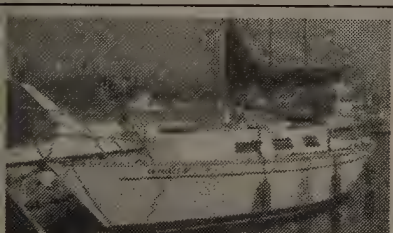


**MacGREGOR 26X, 2000.** Excellent condition. Includes: Trailer, 50 hp motor, full custom cockpit enclosure, bottom paint, GPS, shorepower, roller furling, sail covers, all lines led to cockpit, anchor with rode, fenders, four 6-gal gas tanks, wheel steering, microwave, large head, teak accents, much more. \$19,750. Call Dan (415) 456-2644.

**CATALINA 27, 1971.** Dinette layout. Great condition, never damaged. Always well-maintained and upgraded all along. New 8 hp Honda 4-stroke outboard. Plenty of extras. Coyote Point YC berth. I've sailed her nearly every week since 1988. \$9,000/obo. Call (650) 281-4688.

**PACIFIC SEACRAFT 25, 1978.** Solid, salty pocket cruiser, classic double-ender, beautifully designed and maintained, a dream to singlehand, cozy, livable interior (really). Very reliable Yanmar 8 hp, new water/fuel tanks, 2 jibs, new spinnaker, hauled/painted Aug. 2004. \$19,000/obo. (415) 786-6465.

**OLSON 25, HULL #70.** Freshwater, dry sailed. New race bottom, two near-new mains, like-new #3, other jibs, two spinners, new pole, new Anderson s/t winches, new knotmeter. Great boat. 4 hp outboard, trailer. In Alameda. \$12,900. (559) 709-4099.



**COLUMBIA 28.6, 1977.** Beautiful teak interior, propane stove, hot pressure water, head with holding tank. Two-battery charger, 6 sails, new rigging. Yanmar diesel. Excellent condition. Selling because I bought another boat. \$13,000/obo. Will deliver in California. Call (805) 750-2713 or email: [captjeff46@comcast.net](mailto:captjeff46@comcast.net).

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**CHEOY LEE FRISCO FLYER 26, 1966.** Heavy fiberglass hull, teak over fiberglass deck, teak trim. MD-1 Volvo diesel, head with holding tank. 2 jibs, 1 main. VHF/stereo. A sweetheart of a boat. Must sell. \$6,400/obo. Call (415) 457-8557.

**27-FT CATALINA.** EZ payments possible. Young? No credit history or wobbly credit? This is a chance to reestablish a credit history. Example: \$3,500/down and \$99/month or other plans possible. Alameda. Dana (510) 812-9613.

**COLUMBIA 28.** William Crealock design, Sausalito slip, Palmer 4 engine, Edson wheel. Structurally rebuilt for bluewater. Over 30,000 miles under her keel: New York, Capetown, Brazil, Caribbean, California. \$4,500. If you seriously want to travel without spending a fortune, call (415) 699-0666.

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**28-FT HAWKFARM.** Top race winner, brings in silverware. Huge inventory of new equipment like sails, winches, engine, paint, wiring, faired foils, bottom. Hauled/surveyed in March 2004, excellent survey. Comfortable interior. \$12,000. Call Dan (510) 521-7172.

**CATALINA 27, 1977.** Dinette version. Petter 16 hp IB diesel. New bottom paint and 2-year-old standing rigging. Ready to race or cruise. Lots of upgrades. Details on web site: <http://home.comcast.net/~jeremiason/> or call (510) 758-4752.

## 29 TO 31 FEET

**C&C 30 Mk I, 1976.** Over \$38k in upgrades since 2001. Deck, hull, interior Awlgripped. New upholstery, C-Cushions, jib, furler, main, running rigging, all led aft. Solid Atomic 4, electronic ignition, new exhaust riser. Holding tank with macerator. Wind, speed, depth. Wheel steering, bottom 2004. Monterey Harbor. \$21,500. (831) 622-0949 or [robpank@hotmail.com](mailto:robpank@hotmail.com).



**FARALLON 29, 1979.** Tough little full keel cruiser. Volvo diesel. Autohelm, propane stove, water heater, pressure water, refrigeration, Dickinson fireplace, etc. Used very little. \$19,000/obo. Call Joe Davis (510) 521-4559.

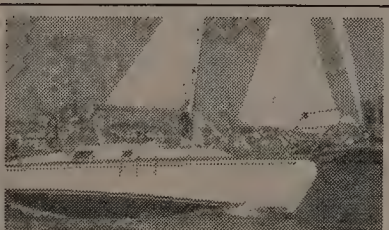
**1929 BIRD, GREY GOOSE, #10.** Proven race winner, ready to go. Recent survey, good condition, two mains, jib, spinnaker. \$5,000/obo, must sell. View at website: <http://greygoose10.home.comcast.net>. Email: [greygoose10@hotmail.com](mailto:greygoose10@hotmail.com) or call (912) 224-7111.

**DUFOR ARPEGE 30, 1971.** 10 hp Westerbeke, 2 mains, storm, working 150% jibs, spinnaker, gennaker. 2 batts, VHF. 2 double, 2 single berths. New upholstery, gauges. Great Bay sailer. \$7,000/obo. (209) 577-2400. Will consider partners.



**30-FT OFFSHORE STEEL SLOOP** with classic lines on a fair, non-chined hull. Designed and built in The Netherlands by Van de Meer in 1967. For sale by owner for \$29,500. More information see website: [www.steelsailingboat.com](http://www.steelsailingboat.com) or call Bill Boss at (800) 459-3669.

**ERICSON 29 SLOOP, 1977.** Moving, must sell. Excellent condition. 5 sails and bags, wheel steering. October 2004 bottom painted. November 2004 mechanical work done Atomic 4 engine. Rebuilt carburetor, new manifold, new exhaust system, new water pump, new water valve, new hose and thru hull, new ignition switch, new spark plugs, points, new condenser. Fuel system cleaned. 2002 new electrical wiring. Many extras. San Rafael. \$15,500/obo. Call (415) 717-5734.



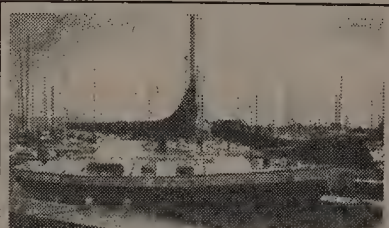
**MERCATOR OFFSHORE 30.** Re-listed. Legendary, Seattle-built, handlaid fiberglass. Alaska/Mexico/Hawaii vet. Turnkey offshore cruiser: Ready for anywhere. Upgraded or rebuilt stem to stern. 2004 beautiful Awlgrip paint job. Monitor windvane, Alpha 3000 autopilot, epoxy bottom. Yanmar 27 diesel. Full Battslide main, Profurl, dodger, asymmetrical spinnaker, 8 winches. Watermaker, fridge, windlass, nice inflatable, outboard, LCD radar, wind Instruments, depth, ICOM SSB/Ham radio, GPS. View photos and specs at: <http://www.geocities.com/sviris4sale/> In San Diego. \$26,500. Will deliver anywhere. Call (619) 307-1643.

**ERICSON 29.** Still a beautiful boat but needs work. Decent set of sails and great interior. Atomic 4 has ignition problem, needs new main hatch, bow pulpit, bottom job, no history of blisters. Berthed at Berkeley Marina, A25. Asking \$3,500 and will consider all offers. (530) 289-1021 or [calkidwell@yahoo.com](mailto:calkidwell@yahoo.com).

**BABA 30, 1979** cruising cutter. Bob Perry designed capable offshore/ocean cruiser, good upwind performance. Full suit of cruising sails, dodger, Monitor windvane, liferaft. Polynesia veteran. New Volvo 29 hp diesel powerplant. Berthed Sausalito. 2nd owner. (408) 354-7121.

**ERICSON 29, 1971.** 2 sets of sails. New hatches, bilge and water pumps. V-berth mattress and heavy-duty battery. Engine needs work, Penta diesel. Slip in Sausalito. Got a ketch, need to sell. \$5,000. Sam (707) 884-4836.

**CAPRI 30.** Buzz Lightyear, racer/day cruiser. Currently raced and very fast, proven winner. Lots of sails, nice rigging, outboard, ready to rock. Located Alameda. Cheapest ready-to-win 30 footer around. \$12,000. Call Rob (510) 469-7766.



**RAWSON 30, 1963.** Hand-built fiberglass, 12,000-lb displacement with full keel. Perfect boat for cruising the Bay or offshore. 410 sq ft sail area, mainsail and jib. 22 hp marine diesel built-in, 35 gal fuel, 45 gal water tanks. Spacious interior, enclosed head with new LectraSan for installation, plenty of headroom. Exceptionally sturdy hull, built like a tank. Aug 2004 survey, bottom paint. Comes with slip at Berkeley Marina. Needs interior work and some TLC. \$9,500. (510) 219-4074 or email: [swatland@comcast.net](mailto:swatland@comcast.net).

**ERICSON 30, 1969.** Canvas dodger, wheel steering, roller furling, like new. New in 2003: Pineapple main, topside paint including non-skid, Interlux paint. Wood in excellent condition. Shore power, phone, VHF, stereo, microwave. Atomic 4 runs great. Moyer Marine Service manual included. She's a pleasure to sail in the heavy winds of the Bay. Her looks will continually receive compliments. \$15,400/obo. (530) 308-8519.

**CAL 29, 1973.** \$12,000. Sound and well rigged, fine sailing boat. Complete rebuild on Atomic 4. Dodger, swim ladder, propane stove, all lines led aft, hard vang. New rigging 2001, epoxy bottom 1999. Call (415) 459-8733.

**CATALINA 30, 1983.** Excellent condition. Very clean. Diesel, new dodger, reconditioned sails, roller furling, custom Delta cover, winter cover, teak stern rail seats and swim platform, new interior. Bottom job 2003, holding tank, H/C water, wheel helm, GPS/depth/speed/VHF, TV/VCR, stereo, refrigerator, microwave. Must see to appreciate. Asking \$29,500. (925) 253-0725 or email: [mjm393@comcast.net](mailto:mjm393@comcast.net).

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**CAPRI 30, 1982.** New since 2001: Tape drive main, #3, carbon fiber spinnaker pole, most of running rigging, stanchion bases, battery, battery charger, and cabin wiring. Stereo CD player, speakers below and in cockpit, functioning sink. Dacron main, #1, two 3/4-oz and one 1/2-oz spinners, 6 hp IB BMW diesel. PHRF 111. Sleeps four. Ready to race or daysail. Alameda, CA. \$13,500. (510) 693-4205.



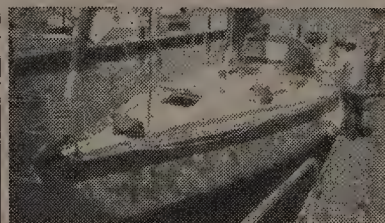
**BABA 30, 1981.** Excellent condition. Classic Bob Perry design. Documented vessel, beautiful teak, rebuilt Volvo Penta, new fridge. Must be seen to be appreciated. Berthed at Grand Marina, Alameda. \$65,000. Call Jon (317) 695-1785 or email: [redcoopers@yahoo.com](mailto:redcoopers@yahoo.com).

**ISLANDER 30 Mk II, 1973.** Wheel. New standing rigging, roller furling, bottom paint, depth, 2003. P60 runs very good, no blisters. \$13,000. (510) 520-2346.



**CATALINA 30, 1976, EURYDICE.** 12 sails. Prime Berkeley slip available. Tiller, humming A-4, pressure h/c water, refer, shorepower, new upholstery, folding prop, Easom Gucci rigging. Constantly maintained and improved. Low price, \$20,500 or less without all the fancy sails. Call (916) 455-7665 or [gmbieri@pacbell.net](mailto:gmbieri@pacbell.net) for spec sheet.

**32 TO 35 FEET**



**WAUQUIEZ 33 GLADIATEUR, 1984.** Very good condition, well equipped: Monitor, Harken furler, full B&G instrumentation, 2 autopilots, SSB, VHF, GPS. 30 hp Volvo. Lots of sails, very good condition. \$65,000/ono. Call Beau Hudson (415) 669-7423 or email: [bonany@svn.net](mailto:bonany@svn.net).

**YAMAHA 33, 1978.** Start the New Year right with this sleek, powerful and comfortable sloop. Furling jibs, spinners, massive winches, bimini, tiller, 3 anchors, propane BBQ. Great galley with propane 3-burner Force 10, double sink, microwave, removable dining table. Nav table, electric head, slide-out vanity, scads of tools and storage and 6'7" headroom. Adequate rebuilt YS12 Yanmar is under V-berth, giving quiet and ease of servicing. \$19,000/obo. Two-boat owner may help finance. Tom (408) 353-1665.

**MORGAN 33 OUT ISLAND, 1973.** Roller furling jib, North sails, Perkins 4-108, propane stove, sloop rig, broad beam, hand laid, headroom, built to cruise. Emeryville. \$24,000/obo. (775) 772-4862.



**YOUNG SUN 35 CUTTER, 1982.** Solid, heavy displacement, bluewater cruising boat with beautiful interior woodwork. Robert Perry design, Yanmar diesel, new cushions, radar, GPS, VHF, autopilot. With slip in Monterey, CA. \$69,500. See: [www.ninefootline.com/youngsun35](http://www.ninefootline.com/youngsun35) or call (360) 303-9759.

**ISLANDER 32, #1, 1962. Warlock.** Full keel classic black hull. 6'4" headroom, sleeps 6. Atomic 4, 4 headsails, needs main, Autohelm, stainless tanks. Many extras. 12/2002 bottom job. See webpage <http://secure.lenos.com/lenos/jwong/Boat/warlock.htm> \$10,000/obo. (415) 336-1425 or [warlock63sf@yahoo.com](mailto:warlock63sf@yahoo.com).



**COOPER 353 PILOTHOUSE, 1981.** Rare pilothouse sloop, design by Stan Huntingford. Dual-station hydraulic steering, ProFurl, new North sails, Furuno radar, ICOM SSB, Garmin GPSMAP, all B&G instruments, B&G PL-1 autopilot. Force10 stove and diesel heater, windlass with 280-ft 3/8" chain, 35-lb CQR. Freedom 10 inverter, 120 amp alternator, Volvo MD11C with S110 saildrive, all control lines aft, 406 EPIRB. New bottom paint 11/04. Documented. \$45,000. Pictures available. Call (707) 473-0129 or email: [ronraven@pacbell.net](mailto:ronraven@pacbell.net).



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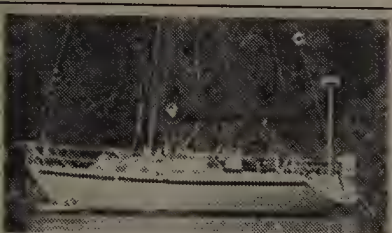
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**CATALINA 34, 1988.** Tall rig with winged keel. All new Quantum sails, Dutchman main, 110% jib, asymmetric spinnaker. Furuno GPS and radar, Simrad A/P, VHF, depth/temp, windspeed/direction. Brand new dodger/bimini. New port and hatch seals, refurbed upholstery, custom cabinets, refer, microwave, CD player. Recent haulout and bottom job. Universal diesel in excellent condition. Documented boat. \$59,500/obo. Call (707) 590-3836.



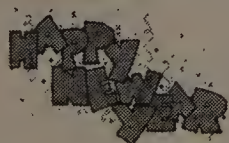
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**DEHLER 34 GERMAN CRUISER, 1982.** \$30,500. Extensively renewed in 2002-2004. New mast, rigging, interior, completely rebuilt engine, bottom work. Located Wilmington, CA. Visit: <http://geocities.com/yury\_golubev/> for pictures or email: yury\_golubev@yahoo.com. Call (818) 393-1025 or (323) 449-8370.



**HUNTER 320, 2001.** Professionally maintained. Like new. Yanmar diesel. Two private staterooms with convertible dinette. Furling jib, lazyjacks, icebox, microwave. Stereo/CD, VHF, self-tailing winches, 2 anchors. Price reduced for quick sale. Offers encouraged. \$69,950. Call (408) 480-3537 or lemke\_beth@yahoo.com.



## 36 TO 39 FEET

**L-36, 1959.** 36-ft Lapworth design. Chapman Kalijian-built, classic sloop, #41, *Hibiscus*. Wood, strip-plank construction. Tahiti veteran. All offers considered. Call (925) 462-1929.

**CAL 39 (CORINTHIAN), 1979.** New electronics 1995: Radar, GPS, chart plotter. Fitted with dodger, bimini, autopilot, vang, backstay adjuster. Excellent condition. Furler, ss rod rigging, lifelines, new in 2000. \$83,000. For specifications and photos call (415) 305-8512 or email: capjack1@sbcglobal.net.

**PEARSON 365 KETCH, 1976.** Excellent liveaboard and Bay cruiser. Diesel, radar, sails in good shape. Needs bottom paint. Haulout is negotiable. \$37,000. For pictures go to: <www.asdwindsurfing.com> (650) 737-9739 or (650) 348-8485.



**YORKTOWN 39, 1980** center cockpit. Factory commissioned, full size bed in aft cabin, V-berth forward. 2 TVs, DVD, VHS, CNG gas stove and oven, propane barbeque, microwave, refrigerator, freezer, ice maker. VHS radio, radar, 2 GPSs, depthfinder, new Autohelm 4/04, new mainsail 4/04, 50 hp diesel, dinghy with 5 hp outboard, 2 anchors, electric windlass, manual windlass, electric head, separate shower, new survey and bottom paint 12/04. This boat is set up for cruising and ready to go. \$60,000. Call Vic (209) 743-6275.

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**MORGAN, 382, 1980.** Well equipped, good electronics, GPS, hard dodger, Autohelm, Monitor windvane, electric windlass, Adler-Barbour, too much to list. Asking \$69,500. For specs, please call (213) 500-0009 or (213) 999-1450 or email: oukiva80@hotmail.com.

**ALL REASONABLE OFFERS** considered for my 37-foot Endeavour sloop. Asking \$28,000. Hot/cold pressure water, 100 gallon water tank, 50 gal diesel tank, Perkins 4-108 diesel engine. Good shape. Extras. Call Dave (661) 619-1049 (lv msg).



**RAFIKI 37, 1979.** Cutter rig. Proven cruiser. Monitor windvane, Autohelm autopilot, radar, Ham radio, 9' hard dinghy with sail, 6 anchors and rode. All teak interior with custom galley and refrigeration. Seven sails, including double reef main, trysail, and spinnaker. \$79,500. (510) 237-4919.

**TAYANA 37 KETCH, 1976.** Proven cruiser, great at anchor or live aboard. Spacious head/shower, wet locker, navigation station, Autohelm, vane, radar, Ham, two 45# CQRs, chain, windlass, 100 diesel, 140 water, Perkins 4-108. \$42,500. Call (209) 823-9303.

**ZEELAND 37 YAWL, 1956.** Dutch-built, steel, wine glass hull. Upgrades include: New main mast and rig 1994, 27 hp Yanmar, under 20 hours, Anderson s/t winches 1998, bottom and topsides paint 2002, Cabintop paint 2004. \$31,000. Call (209) 482-2453.

## 40 TO 50 FEET

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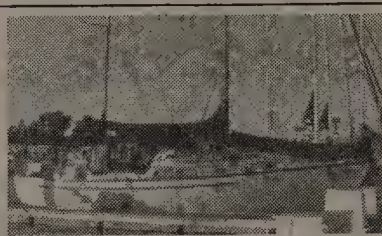
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**JEANNEAU SUN ODYSSEY 40, 1999.** Ready to world cruise. Three-cabin model with full electronics including Raymarine chart plotter with second cockpit display. Windspeed and directional instruments, depthfinder, 24-mile radar and Autohelm, SSB, AM/FM/CD stereo with 4 speakers works cabin/cockpit, VHF with remote, 4 AGM batteries, EPIRB. Eight winches, upgraded standing and running rigging, racing roller furler, two spinnaker poles and upgraded spinnaker track. Electric windlass with 2 anchors and 2 rode, emergency rudder/tiller. Sails include 2 mains, 3 jibs and 3 spinnakers. Proven offshore boat. More equipment and details provided upon request. \$149,900. Call (209) 223-2183 or (209) 223-3919.

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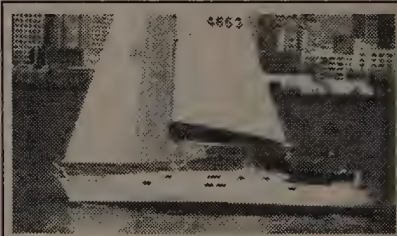


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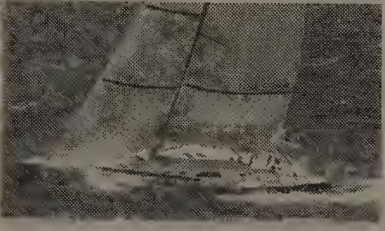
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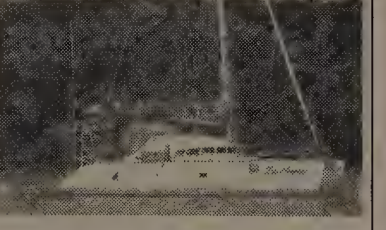
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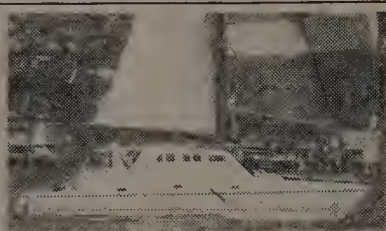
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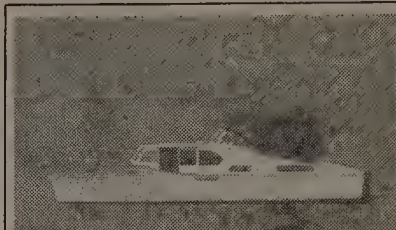
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**ROUGHWATER 41, 1984.** Fiberglass, teak interior. Single turbo Detroit diesel with 250 gal capacity. Office set-up, propane stove, Westerbeke generator. All systems well maintained. Great for Bay/Delta. Very solid, clean. Fabulous, scenic Sausalito berth, possible liveaboard. \$69,500. Call (415) 331-1054.

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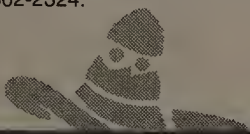


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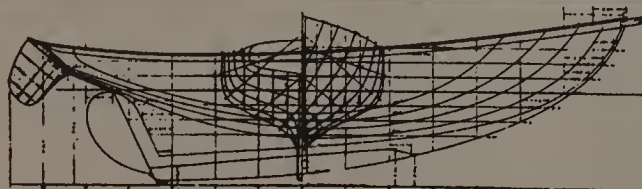
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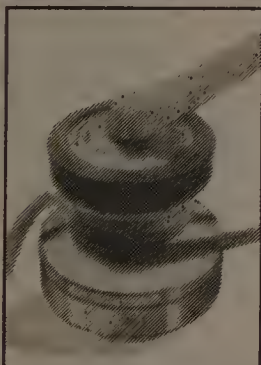
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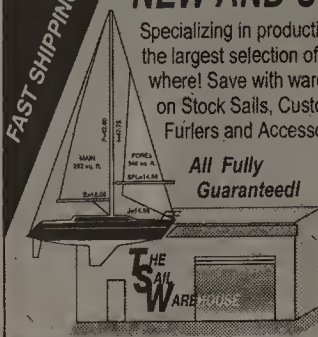
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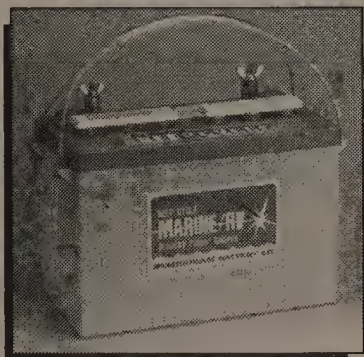


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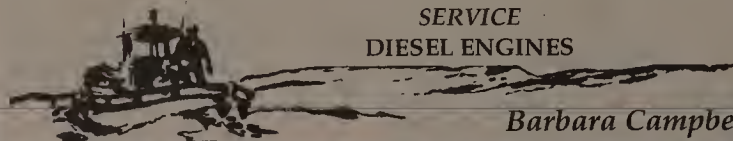
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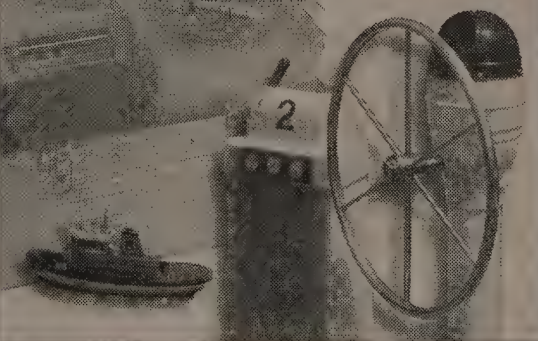


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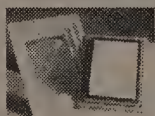
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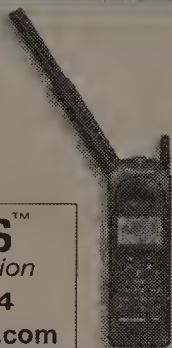
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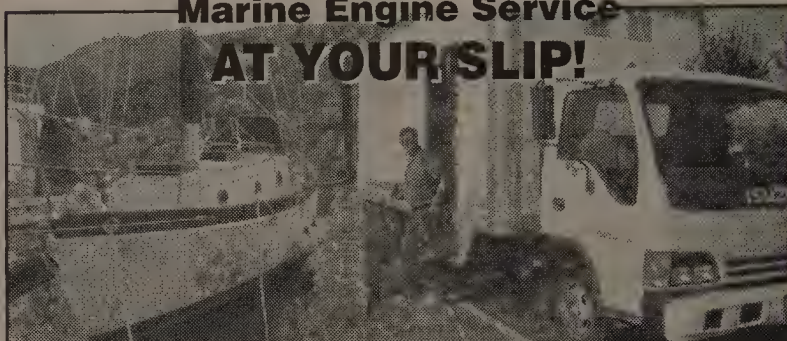
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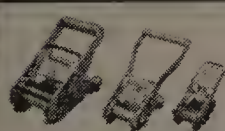
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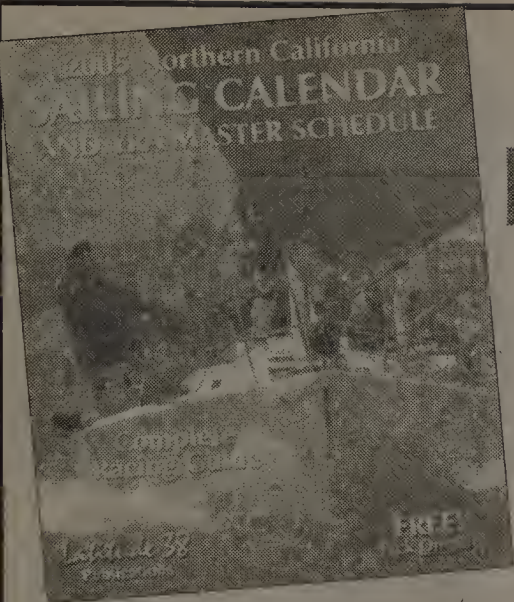
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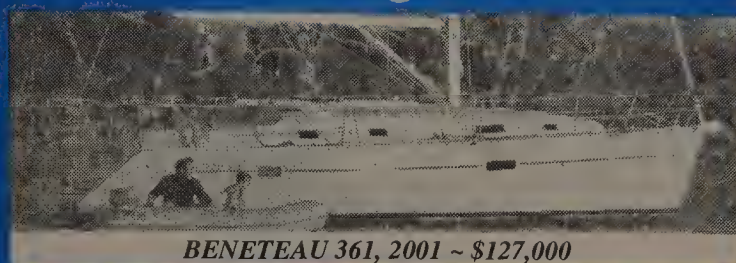


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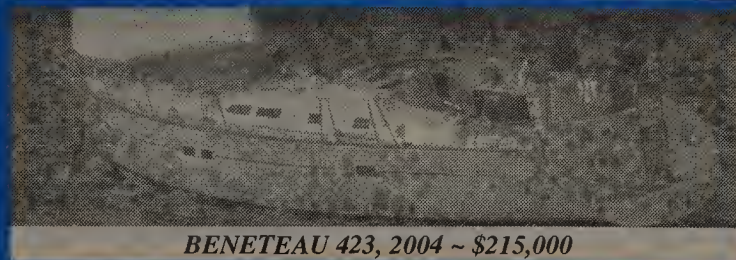
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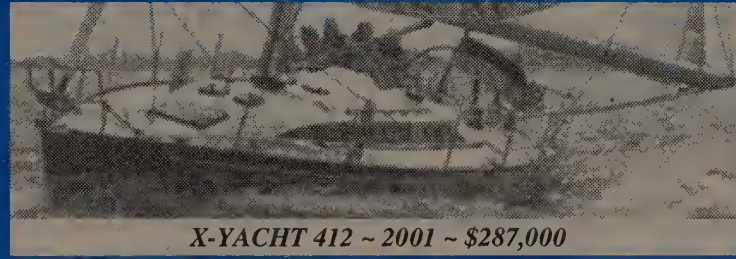
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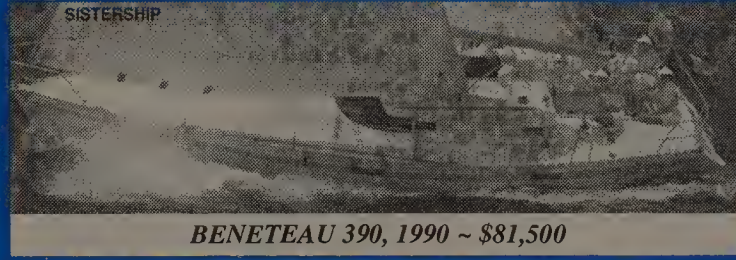
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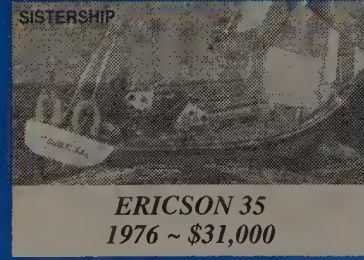
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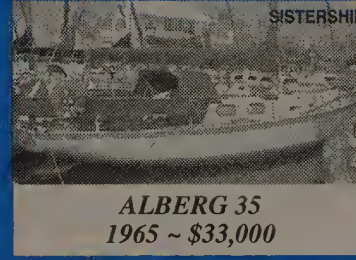
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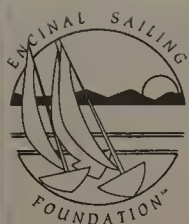
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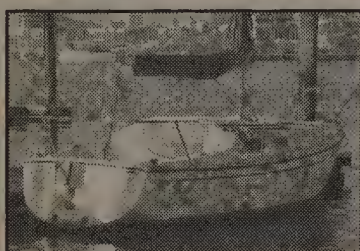
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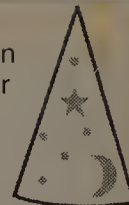
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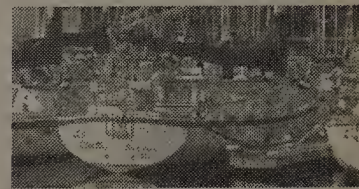
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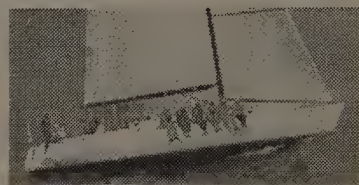
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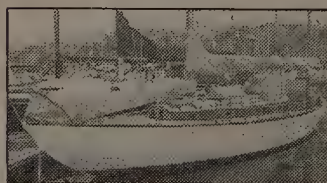
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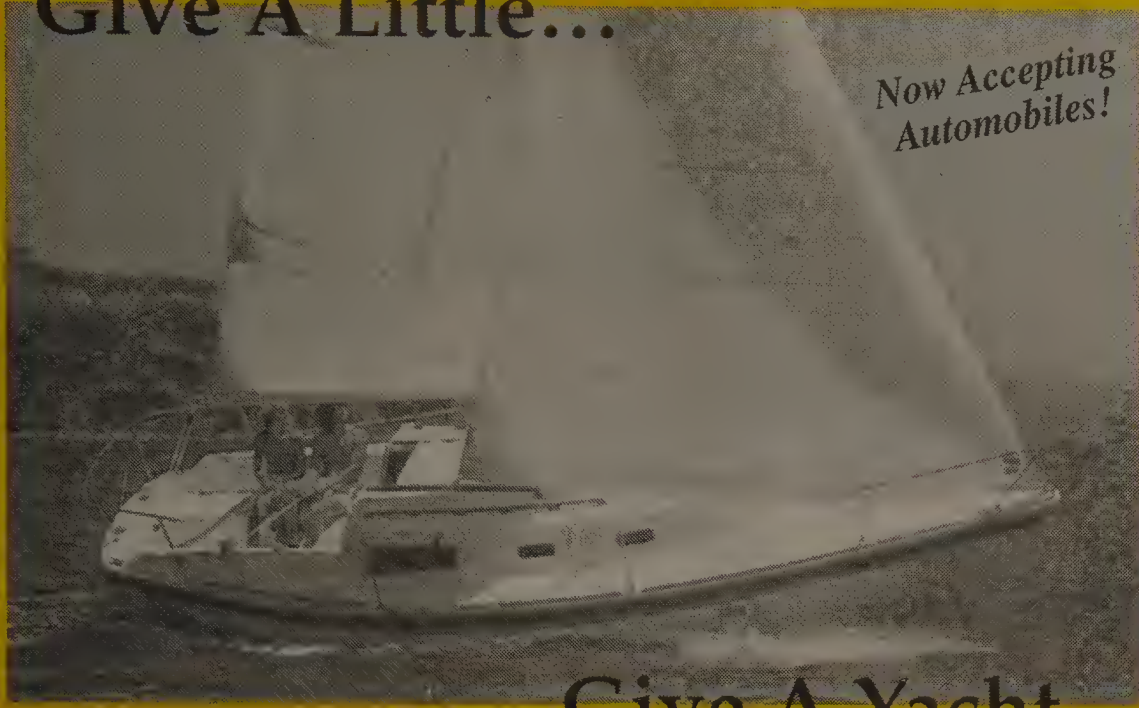
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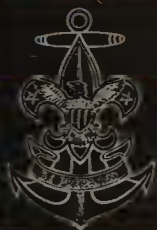


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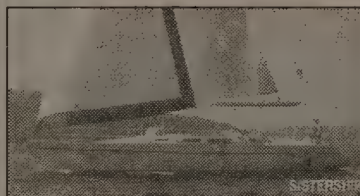
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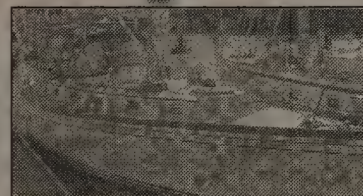
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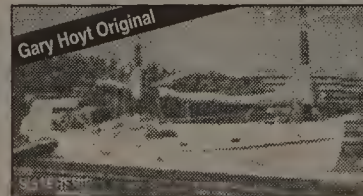


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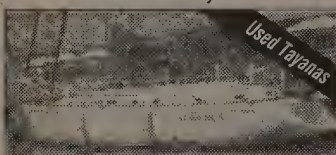
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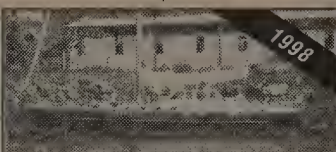
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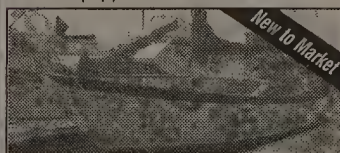
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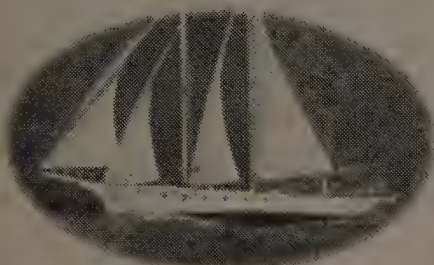
1972 Islander 30 Sailboat in good condition \$5000  
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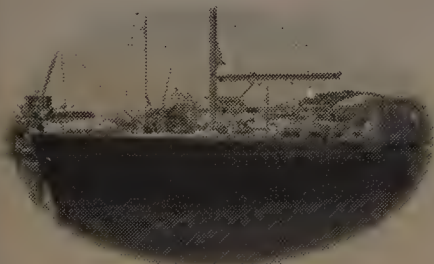
**103' GAFF-RIGGED TS KETCH**  
1987 • \$811,000



**78' CUSTOM HERRESHOFF**  
1990 • \$297,000



**65' SWAN**  
1976 • \$450,000



**47' BENETEAU**  
2004 • \$329,000



**45' BENETEAU FIRST 45f5**  
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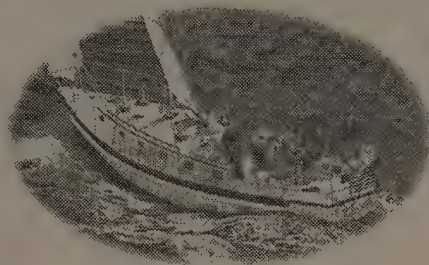
**43' BALTIC**  
1986 • \$285,000



# McGrath Pacific

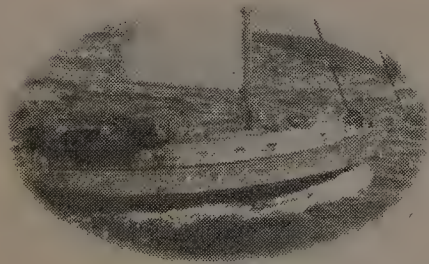
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**37' ESPRIT**  
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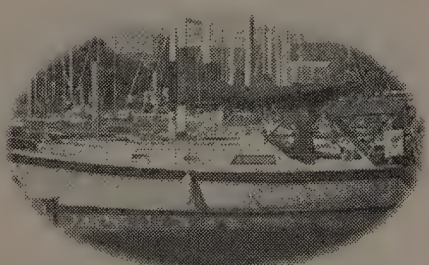
**36' CATALINA**  
1985 • \$59,700



**35' LECOMPTÉ**  
1971 • \$31,900



**32' CELESTIAL**  
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**31' IRWIN**  
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**30' ERICSON MARK II**  
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| 28' | CUSTOM CUTTER, 1984 .....   | \$18,000  |
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**'74 Columbia 45'**

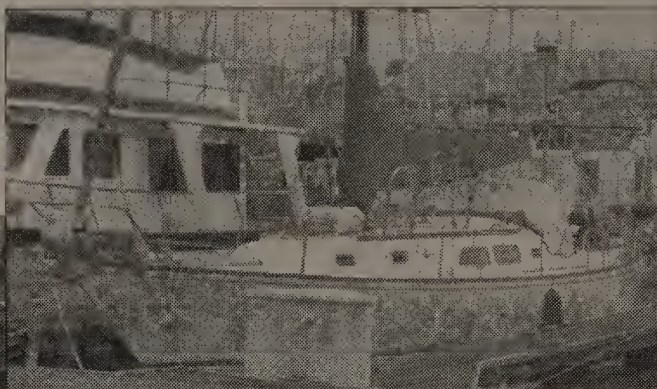
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Universal 50 hp, watermaker, GPS, radar, autopilot, SSB, dodger, Pullman berth. Asking \$99,000



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**45' HUNTER 450, 1997** This 450 shows very nicely, is competitively priced and has a PRIME Sausalito Yacht Harbor boardwalk slip that can transfer – one of the best slips in one of the nicest marinas in the Bay Area. Well equipped including full electronics and reverse cycle heat/air powered by a Kohler genset to run offshore or at anchor – she's as nice a pied-a-terre as she is a sailboat! **\$199,000**



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## 48' C&C, 1973

One of two built, this unique vessel was extensively refit at the factory in 1996, including full new interior. She's in better shape now than when new. Upgraded, updated or rebuilt from stem to stern: new 80 hp Perkins diesel has less than 200 hours, complete top-of-the-line electronics including Furuna radar, Robertson AP. See to appreciate. **\$199,000**



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## 47' GULFSTAR SAILMASTER, 1979

Sailmasters are well known for their unbelievably roomy interior – 6'5" throughout most of boat and as much beam as many motoryachts. Fundamentally very sound, looks fine on the outside and has updated sails and rigging, including in-mast furling main with electric winch.

Priced competitively. **\$122,000**



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## 32' HUNTER 320, 2000

The 320 is already being hailed as another hit from Hunter, perfect for Bay or coastal. Very clean boat, deep draft version preferable for the Bay.

Competitively priced at  
**\$72,000**



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## 41' ISLANDER FREEPORT CUTTER RIGGED KETCH, 1975

One of the best all-around cruising designs to be found at anywhere near \$100k, this vessel was repowered in 1997, has an almost completely renewed interior and shows very nicely. Plus replaced standing rigging, recent hard dodger, sails are in good shape, and she has an RIB on stainless steel davits. **\$69,900**



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## 41' CT RAISED CABINTOP KETCH, 1971

This particular vessel's the desirable (but surprisingly rare) raised cabin version. Also note the wonderful solid teak interior, low time on machinery and recently replaced epoxy-coated Sitka spruce masts. Plus fresh bottom paint, engine serviced, new running gear and excellent brightwork.

**\$57,500**



NEW LISTING

## 36' ISLANDER FREEPORT, 1978

Another Robert Perry-designed classic, and the rare B plan interior with the Pullman berth to boot! This is a solidly-built boat with a functional layout that in many ways was ahead of her time – the raised cabin top, deep comfortable cockpit w/step-thru transom, keel stepped mast and skeg hung rudder and wide decks with anchor well are now common on cruising boats. **\$54,900**



NEW LISTING

See at:  
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**36' C&C, 1979** Very clean vessel with much updated equipment. Note especially professionally repowered with a Yanmar diesel 1996. Also tastefully redone interior, updated electronics, recent running rigging, all brightwork is immaculate, much more. Vessel shows MUCH newer than her age, must see. Also note that this is the deep fixed keel version of the design, recommended for typical Bay conditions! Transferable Sausalito YH slip. **\$54,500**



See at:  
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## 30' HUNTER, 1989

Attractive interior with spacious aft cabin combined with good sailing characteristics. Difficult to find boats in this price range that offer these features. Shows like NEW inside and out – cushions look like they've never been sat on! Low hours on Yanmar diesel, new batteries.

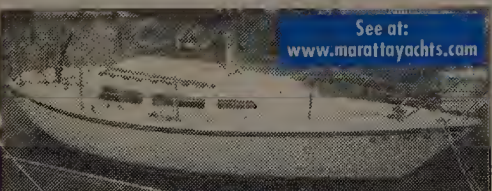
**\$37,000**



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## 32' ARIES, 1976

Very clean classic canoe-sterned cruiser. Replaced mast, Harken roller furler and all standing & running rigging. Sails in very good shape, recent canvas including full cover. Westerbeke diesel with less than 1,000 hours. Exterior brightwork redone summer, 1998. Vessel lying prime downtown Sausalito slip – can transfer with boat. **\$35,000**



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## 27' CATALINA, 1981

The Catalina 27 was produced essentially unchanged for almost 20 years – one of the longest runs ever for a production sailboat. The boat remains popular today and highly sought after in the brokerage market. This particular example shows well and is lying in a transferable Sausalito Yacht Harbor slip. **\$14,500**




See at:  
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## 24' RHODES MERIDIAN, 1961

This Phillip Rhodes-designed gem was built at the de Vries yard in Holland, has had about \$25,000 spent on her over the past several years and, not surprisingly, shows very, very nicely. Meridian's were full-keeled cruisers designed to be ocean-capable and were some of the first production fiberglass boats built. **\$7,500**

100 BAY STREET • SAUSALITO • CALIFORNIA 94965





**NORSEMAN 447 AC, 1980**  
New this year: heating, cruising spinnaker, SSB, dodger. \$185,000  
Also: **NORSEMAN 535** (pictured) \$350,000

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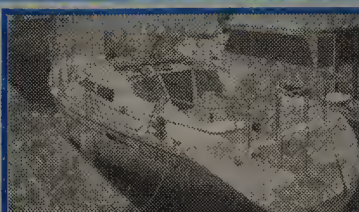
CLAY & TERESA PRESCOTT • DARROW BISHOP • PHIL HOWE • JAMES BUSKIRK • HILARY LOWE



**JEANNEAUS:**  
Pictured: 36' SUN ODYSSEY, '98, \$107,000  
47' SUN ODYSSEY, '92, \$210,000



**41' NEWPORT, 1979**  
A strong and beautifully designed performance cruiser designed by C&C. \$60,000.



**CATALINA 42 MkII, 2002, 3 staterooms.**  
\$225,000 Also: 34' CATALINA, 1988, wing, \$57,500 • 38', 1981, \$42,000 • 2 30'

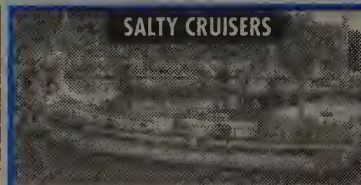


**SABRE 402, 1996, Sabre blue hull, full bottom mainsoil, headsoil on ProFurl roller furler, Corion counter tops, located here on the Bay. \$245,000**



**SLOCUM 43 & PASSPORT 42**  
Some hull. 1984.  
Turnkey cruiser.  
\$155,000

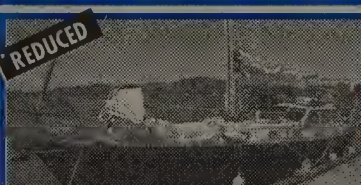
|                         |                     |                            |                     |                            |             |
|-------------------------|---------------------|----------------------------|---------------------|----------------------------|-------------|
| <b>SAIL</b>             | 37' Endeavour ..... | '79 42,000                 | 54' Trojan FD ..... | '76 349,000                |             |
| 65' Crealock schner ..  | '84 995,000         | 37' Esprit Valient .....   | '81 91,500          | 53' Grand Banks Alaskan .. | 225,000     |
| 62' Custom PH steel ..  | '98 569,000         | 36' Hanna .....            | '56 15,000          | 52' Libertyship .....      | '60 110,000 |
| 60' Hartog .....        | '84 68,000          | 36' Islander .....         | '77 49,950          | 49' Kha Shing .....        | '84 179,000 |
| 57' Alden yawl .....    | '31 265,000         | 36' Columbia .....         | '69 25,000          | 45' Fellows & Stewart ..   | '26 299,000 |
| 53' Norseman .....      | '88 499,000         | 36' Custom schooner ..     | '72 47,000          | 45' Chris Craft .....      | '69 49,900  |
| 52' Hartog schooner ..  | '99 195,000         | 36' Atkins PH ketch ..     | '54 14,000          | 44' Gulfstar, nice .....   | '79 159,000 |
| 51' Baltic .....        | '80 249,000         | 36' Jeanneau .....         | '98 107,000         | 43' Hatteras MY .....      | '73 139,500 |
| 48' Olympia CC .....    | '78 100,000         | 35.5 Beneteau First ..     | '92 79,500          | 42' Chris Craft .....      | '68 99,000  |
| 48' Hughes Yawl .....   | '72 Offers          | 35' Privateer ketch ..     | '89 52,000          | 42' Grand Banks .....      | '67 89,900  |
| 48' C&C .....           | '73 199,000         | 34' Irwin .....            | Inquire             | 41' Roughwater .....       | '84 75,000  |
| 47' Gulfstar .....      | '79 142,500         | 34' Catalina, wing ....    | '88 57,500          | 41' Hatteras MY .....      | '67 68,000  |
| 47' Vagabond .....      | '80 150,000         | 34' Islander .....         | '75/'85 31,500      | 40' Owens .....            | '65 25,000  |
| 47' Jeanneau .....      | '92 210,000         | 34' Hunter .....           | '85 45,000          | 38' Mediterranean ..       | '98 199,900 |
| 43' Slocum .....        | '84 155,000         | 33' Newport .....          | 2 from 29,500       | 38' Stephens .....         | '48 36,000  |
| 42' Tayana AC .....     | '87 167,000         | 33' Hans Christian ..      | '86 94,500          | 38' Californian .....      | '76 85,000  |
| 42' Custom schooner ..  | '72 39,000          | 32' Islander .....         | '78 29,000          | 38' Hatteras MY .....      | '69 59,500  |
| 42' S&S .....           | '70 57,500          | 32' Pearson Vanguard ..    | '63 24,000          | 37' Hatteras SF .....      | '78 90,000  |
| 42' S-7 Beneteau .....  | '99 215,000         | 32' Hunter .....           | '01 69,950          | 36' Sea Ray SF .....       | '80 85,000  |
| 41' Passport .....      | '90 285,000         | 30' C&C Mkl .....          | '76 21,500          | 34' Tolly .....            | '81 Inquire |
| 41' Ericson .....       | '69 Inquire         | 30' Alberg .....           | '73 18,000          | 34' Bayliner Ayanti ..     | '87 38,500  |
| 41' Newports 79 & 84 fm | 60,000              | 30' Catalina (2) '77 & '85 | 18,900              | 34' Uniflite .....         | '77 35,000  |
| 41' Coronado .....      | '72 45,000          | 30' Cal 9.2R .....         | '83 24,000          | 34' Sea Ray .....          | '86 56,000  |
| 41' Morgan 01 .....     | '79 75,000          | 30' Isl. Bahama .. 2 from  | 20,000              | 34' Sea Ray Sedan ..       | '83 59,900  |
| 41' CT ketch .....      | '71 57,500          | 29' Van der Stadt .....    | '69 16,000          | 34' Silverton .....        | '90 79,000  |
| 40' Hunter .....        | '86 79,800          | 28' Newport .....          | '79 15,500          | 32' Bayliner, diesel ..    | '89 79,900  |
| 40' Sabre 402 .....     | '96 245,000         | 28' Islander .....         | '78 28,000          | 32' Bayliner 3250 ..       | '88 28,000  |
| 40' Brewer PH .....     | '88 159,000         | 28' Isl. Bahama ..         | '82 21,500          | 32' Nordic Tug .....       | '94 159,000 |
| 40' Helmsman .....      | '80 39,500          | 28' Herreshoff .....       | '61 9,500           | 32' Cruiser .....          | '88 32,500  |
| 40' Columbia .....      | '65 39,900          | <b>POWER</b>               |                     |                            |             |
| 40' Cheoy Lee MS .....  | '75 95,000          | 86' Pacific Tender ..      | '45 325,000         | 30' Sea Ray 305 DB ..      | '88 59,900  |
| 40.7' Beneteau .....    | '03 209,000         | 68' Stephen FB .....       | '68 325,000         | 29' Silverton .....        | '85 26,000  |
| 38' Catalina .....      | '81 42,000          | 65' Pacemaker cert. ..     | '72 499,000         | 27' Sea Ray .....          | '83 14,000  |
| 38' Ericson .....       | '81 45,000          | 61' Stephens .....         | '68 297,000         | 26' Star Fire .....        | '86 25,000  |
| 38' Ingrid .....        | 2 from 69,900       | 58' Spindrift .....        | '85 298,000         | 24' Bayliner .....         | '01 39,000  |
| 37' C&C 37R .....       | '89 84,000          | 58' Hatteras .....         | '73 379,000         | 24' Bayliner .....         | '98 24,000  |
| 37' Irwin CC .....      | '80 40,000          | 57' Burger Alum. FB ..     | '62 339,000         | 24' Regal 242, trailer ..  | 37,000      |
| 37' Cooper PH cstm ..   | '87 99,000          | 57' Chris Craft .....      | 3 from 179,000      | 14' Boston Whaler Rage     |             |
|                         |                     |                            |                     | w/trailer .....            | '92 7,500   |



**49' GUS MARCH CUSTOM, 1991**  
\$195,000  
Also: 52' HARTOG SCHOONER, 1999  
\$195,000



**47' GULFSTAR, 1979, Luxurious center cockpit, large accommodations below. \$142,500**  
Also: 39' GULFSTAR SAILMASTER, 1982



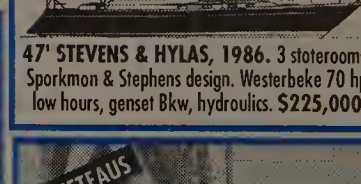
**40' BREWER PILOTHOUSE CUTTER, 1988**  
Ted Brewer design, large open salon area with galley. Cruise equipped pullman berth plus V-berth. \$159,000



**65' LOD CREALOCK SCHOONER, 1984**  
Cold molded, U.S. built, exceptionally Bristol, certified for 49 passengers.



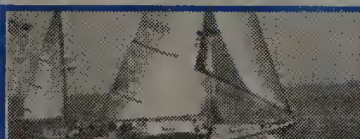
**32' NORDIC TUG, 1994. Espor heater, bow thruster, great electronics, dinghy/outboard, hoist and more. \$154,000**



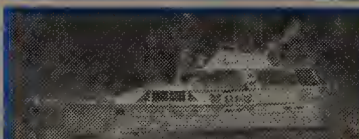
**47' STEVENS & HYLAS, 1986. 3 staterooms, Sporkmon & Stephens design. Westerbeke 70 hp low hours, genset Bkw, hydraulics. \$225,000**



**HUNTERS REDUCED**  
Pictured: 40' HUNTER, 1995  
Double berths aft & forward. Well maintained. \$127,000  
Also: 40' HUNTER, 1986, \$79,000  
37', 1989, \$65,000 • 34', 1985, \$45,000 and 32', 2001, \$69,950



**COCK ROBIN**  
JOHN G. ALDEN, 1931  
Film star:  
*Fathers & Sons, A Time for Life*



**HATTERAS CLASSICS:** Pictured: 58' MY, '73, Sausalito slip, \$379,000; 43' MY, '73, SF Morino Green slip, \$139,500; 41' MY, Bodega Bay, '67, \$68,000; 38' MY, '69, \$59,500; 37' SF, '78, Bodega Bay, \$90,000



**BENETEAUS**  
Pictured: BENETEAUS 42s7, 1999  
Race or cruise. \$215,000.  
Also: 40.7, 2003, \$209,000.  
FIRST 35.5, 1992, \$79,500.



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**41' ISL. FREEPORT.** Ctr cockpit ketch. Less than 100 hrs on new 100 hp Yanmar dsl. Radar, GPS-chart & more! Teak decks. Big & comfy & looks great! **\$85,000**

### PRIVATE AFT STATEROOM

**50' STEPHENS CRUISER** Aft cabin, F/B, PH, new radar, AP, GPS-chart, twin GM diesels, genset, Two heads with showers, salon, three staterooms, and more! Recent refit. **\$140,000**

**32' WESTSAIL CUTTER.** The ever-popular, heavy fiberglass double-ended legendary cruiser. Diesel, radar, dink, autopilot and more. Lots of potential and at a low price of **\$31,500.**

REDUCED

**39' CORBIN PH CTR.** Dufaur design, f/g, 2 helms, 12'1" beam, full galley and head, roller furling, central air and heat, radar, AP, watermaker, lots of new gear. Bluewater cruise ready. **Asking \$79,000.**

**30' FREEDOM.** Easy sailing, great performing design by Gory Mull. Unstayed carbon fiber mast, dsl, radar, dodger, full lifelines. Intelligently set up to cruise. These are great boats. **Ask \$35,000.**

### ANGELMAN KETCH

**34' LOD, 40' LOA.** If ever a yacht was "BRISTOL", this is her! She looks absolutely perfect. Dsl, copper riveted mahogany, lead, wheel, more. Must be seen! **\$49,500.**

### GRAND BANKS CLASSIC

REDUCED

**32' GRAND BANKS TRAWLER.** Diesel, radar, VHF, depth, Loran, AP, 6 berths, Bimini, windlass and more. Very shipshape, clean and nice. **Asking \$55,000**

### 48' ALASKAN TRAWLER

**PILOTHOUSE TRAWLER w/flybridge** by Grand Banks. Twin diesel, 6.5 kw genset, full galley, radar, heater, large salon. Ideal for cruising/living. Roomy '69 wood classic. **Asking \$108,000.**

**28' MAXUM 2700 SCR EXPRESS CRUISER.** Less than 100 hrs, 350 hp V-8. Full convos, shower, galley, 35 mph, super clean/ready to go. Marin berth. **\$37,500.**

**28' BAYLINER CONTESSA** Command Bridge 2850. Near new 310 hp V-8. Fast & comfy. Sleeps 5 in 2 staterooms. Exceptionally clean 1987 w/duel helms and more. **Asking \$29,950.**

### SAIL

**48' CAMPER NICHOLSON PILOT CUTTER** by Laurent Giles, diesel, fascinating history. Acreage trades okay .... Asking 47,000

**47' VAGABOND ketch.** Center cockpit, aft cabin. Gloss, dsl, big comfy cruiser needing work but priced very low ... 86,000

**41' BLOCK ISLAND CUTTER.** Osl, roller furl, wheel, dbl-ended, beaut. interior, tough cruiser w/great potential. Ask 39,000

**40' NEWPORTER ketch.** Perkins 4-108 diesel. Big, lots of potential ... Ask 37,500

**39'4" BENETEAU 393 Slp.** Like new 2003 mod. V. low hrs, dsl, luxury ... 174,500

**37' SEARUNNER TRIMARAN,** center cockpit by J. Brown. Glass/ply. A great opportunity of ... Ask 18,500

**35' GILLMER PRIVATEER ketch.** Osl, f/g, wheel, full galley, shower ++ 45,000

**32' ENGLISH BUILT NANTUCKET yawl** by Offshore Yachts, Ltd. Diesel, wheel and more! Salty cruiser .... Asking 18,950

**32' RHODES TRAVELER** by Rawson, Heavy F/G constr. Dbl-ended cutter. Osl, radar, vane & more ..... Ask 41,000

**30' PEARSON sloop,** Atomic 4 1/8, GPS, Autohelm, spinn, nice, clean ... 10,500

**30' ISLANDER SLP, F/G,** Yanmar diesel looks new, clean ..... Only 9,900

**29' ERICSON, 1/8,** lots new ..... 12,500

**27' ALBIN VEGA sloop.** Swedish-built, clean, O/B, well equipped .... Asking \$7,400

**24' SEAFARER slp,** Rhodes/MacCarty, O/B, main, jib, genoa, oll glass ... Ask 3,900

### POWER

**63' FERRY conversion,** 671 diesel, 19.5' beam, excellent condition Try 36,000

**56' LANDING CRAFT LCM-6** converted by USN to Dive Boat. Strong, steel, twin 671s, P/H. Radar & lots of electronics. Hydraulic take-off ..... Ask 24,950

**48' GRAND BANKS Classic.** Twin dsl, tri cabin, loaded & beautiful ..... Ask 149,500

**45' STEPHENS classic 1929** Asking 90,000

**45' CLASSIC 1926 FELLOWS & STEWART.** Exquisite! Less engines. Famous & historic. Much unique hardware. Asking 60,000, very negotiable, OFFERS ENCOURAGED

**43' STEPHENS classic 1955 sedan,** absolutely Bristol, must be seen Asking 116,000

**43' GRAN MARINER Cruising Houseboat,** twin V-8s, full upper deck enclosure. Marin LIVEABOARD BERTH possible. Roomy ..... Ask 46,950

**42' TROJAN AFT CABIN M/Y,** 15' beam, full elect galley, 2 heads, shower, radar, Onan, V8s, cruise/live Asking 49,500

**36' CHRIS CRAFT EXPRESS.** Twin V-8s. Full canvas ..... Try 9,750

**36' USCG PATROL CRAFT.** 671 diesel. Loaded and in beautiful shape. All wood, radar, etc. .... Asking 30,000

**36' MONTEREY TRAWLER,** Cat diesel, radar, etc. This is a pretty special classic fishing boat with lots of potential. Should be seen ..... Asking 12,000

**34' COMMERCIAL FISHING vessel w/licenses,** GM371 diesel, all fishing gear, classic double-ender ..... Asking 10,000

**34' CHRIS CRAFT COMMANDER,** '63, twin gas, great boat ..... 26,500

**34' CHB TRAWLER, F/B,** dsl, genset, radar, dink & more ..... Ask 59,850

**33' LAGUNA Sportfish,** F/B, F/G, twin dsl, radar & more ..... Ask 49,950

**32' CARVER flybridge,** gloss, twins, shower & more! ..... Asking 28,000

**32' CRUISERS INC. F/G,** full convos, fully equipped and ready for fun ... 29,950

**31' BERTRAM 500.** Fiberglass, twin 200 hp Volvo 6 diesels. Great sea boat for the serious sport fisherman ... Try 17,750

**30' MONTEREY TRAWLER** Loaded and very nice! S.F. berth ..... Ask 27,950

**30' SEA RAY flybridge,** twins ..... Ask 18,000

**29' TOLLYCRAFT EXPRESS** cruiser, twins, good boat, runs well, BARGAIN! 4,900

**28' CHRIS CRAFT Cavalier,** nice ..... 12,000

**28' CARVER F/B cruiser,** Crusader V8, full Delta canvas, shower, comfortable and roomy ..... 17,500

**26' BAYLINER 2352 TROPHY,** '00, trailer, o/d, only 10 hours on clock! 38,500

**26' CAULKINS BARTENDER,** 510k new engine reported, just hauled Ask 21,000

**25' BAYLINER CIERRA,** '88, very nice. Full Delta convos ..... Asking 39,500

**25' TOLLYCRAFT,** 350 V-8, fiberglass, nice ..... Asking 9,500

**22' CHRIS CRAFT CAVALIER** cuddy, inboard, beautifully restored ..... 12,500

**18.5' SILVER STREAK,** 100 hp, 19 hours, alum., w/trlr ..... 24,000

**18' WHALER OUTRAGE,** 150 hp, console, canopy top, tlr & nice! .... ask 7,950

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**50' STEPHENS CLASSIC EXPRESS CRUISER, 1929.** Exquisite decor, very tastefully refit w/all modern conveniences. Full galley, shower, twin Chrys Hemi's, flybridge, more. Beautiful yacht. GREAT BARGAIN at **\$79,900!**

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**65' CLASSIC, '31 WHEELER M.Y.** 16' beam. Over 400K. Hull refurbished in October '04, and she is ready for you to finish restoration. W/H, diesels, three head, huge salon, more. **\$75,000**

**40' SEA WOLF KETCH** by Wm. Gorden, NA. Copper riveted mahogany. Diesel. Beautiful, traditional with great interior and sailing qualities. **Ask \$55,000**

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**GRAND SOLEIL 43, 2001**

This Italian beauty is in 'like new' condition, loaded with gear. Three staterooms and two heads make her the perfect, quality family yacht. **\$299,900.**

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